

Fiscal Years 2006-2008

State Transportation Improvement Program

MICHIGAN DEPARTMENT OF TRANSPORTATION



September 2005

FY 2006-2008
State Transportation Improvement Program

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INTRODUCTION

The State Transportation Improvement Program (STIP) is a list of projects the state intends to fund with federal-aid provided under the federal-aid transportation program. The primary purpose of this document is to provide information regarding the programs and projects to which state and local transportation agencies have committed over the next three years and it verifies that new resources available for transportation are sufficient to finance those improvements.

Michigan's fiscal year 2006-2008 STIP was prepared in accordance with the requirements of the 1998 Transportation Equity Act for the 21st Century (TEA-21). On July 29, 2005, the Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) was passed by the Senate and House and was signed into law by the President on August 10, 2005. Revisions and amendments to this document will be made once new revenue data and guidance are received from the federal government.

The transportation improvement projects reported in the STIP were developed in coordination with the state's Metropolitan Planning Organizations (MPOs) representing urbanized areas and with Rural Task Forces representing the state's rural areas. The planning process relied upon the participation of state and local government officials, public and private transit providers, organizations representing the customers and providers of transportation in Michigan, and the general public.

The STIP is a compilation of all transportation projects that will be authorized for funding in fiscal years 2006-2008. **This STIP document lists only projects outside of the Metropolitan Area Boundaries. All projects within MPO boundaries, whether under the jurisdiction of MDOT or a local transportation agency, must be listed in the relevant MPO Transportation Improvement Program (TIP) and are governed by that document. The TIPs are included in the STIP by reference.** The projects included in this report are trunkline (MDOT) projects, local rural projects and small urban area projects.

In addition to a listing of projects and programs, this report contains information on the statewide planning process, MDOT's transportation goals, the public involvement process for the STIP, and a Financial Plan that compares annual new resources for transportation to new commitments.

The Financial Plan contains a process and format for demonstrating financial constraint. The process is designed to: meet federal financial constraint requirements, be as consistent with business practices as possible, and maintain flexibility for the MPOs to elaborate or organize the information in different ways.

TRANSPORTATION PLANNING PROCESS CERTIFICATION

In accordance with 23 CFR 450.220, the Michigan Department of Transportation hereby certifies that the transportation planning process is being carried out in accordance with all applicable requirements of:

- I. 23 U.S.C. 135, section 8(q) of the Federal Transit Act and this part;
- II. Title VI of the Civil Rights Act of 1964 and the Title VI assurance executed by each State under 23 U.S.C. 324 and 29 U.S.C. 794;
- III. Section 1003(b) of the Intermodal Surface Transportation Efficiency Act of 1991 (Pub. L. 102-241, 105 Stat. 1914) regarding the involvement of disadvantaged business enterprises in the Federal Highway Administration and the Federal Transit Administration funded projects (sec. 105 (f), Pub. L. 97-424 96 Stat. 2100; 49 CFR part 23);
- IV. The provisions of the Americans with Disabilities Act of 1990 (Pub. L. 101- 336, 104 Stat. 327, as amended) and U.S. DOT regulations "Transportation for Individuals with Disabilities" (49 CFR Parts 27, 37, and 38);
- V. The Provisions of 49 CFR part 20 regarding restrictions on influencing certain Federal activities; and
- VI. In States containing nonattainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act as amended (42 U.S.C. 7504, 7506 (c) and (d)).

Michigan Department of Transportation

Signature

Director, Bureau of Transportation Planning
Title

Date

FINANCIAL PLAN

The State Transportation Improvement Program is a summary of projects to be initiated over a three year period by the state and local agencies which have legal responsibility to build, operate, and maintain the state's highway, road, street, and public transit systems. The total capital investment in the transportation system for the three year period, including the programs in this report and those in the Metropolitan area TIPs, will be over \$4.9 billion. These projects are financed with a combination of federal, state and local funds and are required by federal law to be consistent with the State Long Range Plan and to be financially constrained by fiscal year. The STIP must demonstrate that there are enough new resources available each year to fund the projects to be started that year.

This report verifies that financial resources will be sufficient to deliver the program contained in this financial plan. Some programs rely on timely assessment of system condition or operational information to determine projects or projects are selected competitively on an annual basis.

The process and format for demonstrating financial constraint is different than that used in the previous two STIPs (FY 2002-2004 and FY 2004-2006). Instead of demonstrating constraint by federally assisted state and local programs, it is shown by Federal-aid category. The primary reason for reporting by Federal-aid category is to help facilitate the automation of the STIP amendment process, and ultimately the entire STIP development process.

The major objectives of financial constraint are:

- Be consistent with all applicable laws and regulations.
- Make the STIP and TIP financial analysis simpler and easier to understand.
- Be consistent with MDOT business practices.
- Maintain flexibility for the MPOs by establishing minimum requirements for demonstrating financial constraint but enabling the MPOs to elaborate as desired. While all agencies must report constraint using the same template (in order to facilitate the roll up of the data for the statewide constraint demonstration), the MPOs may modify the content and/or presentation of this information for local purposes.

The key elements of demonstrating financial constraint are outlined below.

- Financial constraint is a comparison of total new resources with total new commitments. The financial analysis is a benchmark, not a budget or accounting tool. At a given time, annual revenue is compared to the total cost of new projects. If total new commitments exceeds total new resources, then an explanation is required.
- The analysis will be done using the Federal-aid category listed in the federal law. This will help to automate the financial constraint process in the future.

Operations and Maintenance

For MDOT, the total investment in the state trunkline system for the three year period, including both capital and maintenance programs, is expected to be nearly five billion dollars. Part of this is state revenue and part is federal revenue. Table 1 shows the proposed expenditures for operations, maintenance, and capital improvements. Only state revenue can be used for operations and maintenance; federal funds can only be used for capital investment. A key strategy in delivering products and services to meet our customers' most important needs is to focus the organization on preserving and optimizing the efficiency of the existing system. This strategy has resulted in the commitment during the three-year period of sufficient resources to operate and maintain the existing system and use the remaining funds for capital improvements.

Table 1
MDOT Operations and Maintenance Funding

	2006	2007	2008	Total
Federal Revenue	\$656,900,000	\$670,100,000	\$683,500,000	\$2,010,500,000
State Revenue¹	<u>\$1,008,900,000</u>	<u>\$968,900,000</u>	<u>\$986,900,000</u>	<u>\$2,964,700,000</u>
Total Revenue	\$1,665,800,000	\$1,639,000,000	\$1,670,400,000	\$4,975,200,000
Operations²	\$227,400,000	\$233,100,000	\$217,800,000	\$678,300,000
Maintenance	<u>\$261,100,000</u>	<u>\$269,200,000</u>	<u>\$277,500,000</u>	<u>\$807,800,000</u>
Capital Outlay	\$1,177,300,000	\$1,136,700,000	\$1,175,100,000	\$3,489,100,000

1) Includes State Trunkline Funds, and BM II and III bond funds.

2) Operations includes administration, buildings/facilities, grants, tort liability, and debt service.

Source: Forecasted STF Revenue Available for Capital Outlay, BTP System Evaluation and Program Development Unit

New Resources

The flowcharts on the following pages graphically illustrate the new resources available for each year of the STIP for highway programs to meet new commitments for that year. There are two major funding sources available for transportation programs, the Michigan Transportation Fund (MTF) comprised primarily of state gas tax and vehicle registration fees, and the Federal-aid Highway Program funded from the portion of the federal gas tax that is returned to Michigan.

A portion of the MTF is allocated to debt service, the Michigan Department of Natural Resource's (MDNR) Recreation Improvement Fund and the Comprehensive Transportation Fund that funds transit programs. The remainder is divided by the formulas of Public Act 51 between the cities, counties, and MDOT. The federal funds are split by state law at 75 percent to MDOT and 25 percent to local programs (with certain programs exempted from the calculations).

Agencies must operate and maintain (O&M) their systems and these costs are deducted from the amounts available for capital improvements. These O&M functions must be funded from MTF or other non-federal sources since federal funding can only be used for capital improvements. After

these deductions, the remaining federal, state, and local funds are available for capital improvements. The STIP and the TIPs contain all federally assisted local projects and all trunkline projects regardless of funding source. Non-federal local projects can be included in the TIPs at the discretion of the MPO.

The MDOT resources include not only MTF and federal funds but also bond funds and miscellaneous revenue such as billboard, transport, and utility permits; excess property sales and investment income.

The revenue shown in these flowcharts provide the basis for the estimates of new resources in the financial tables that are contained in the financial constraint section of this financial plan. In the “Statewide Financial Constraint Demonstration” table the total new resources shown is equal to the sum of the Federally Assisted Local Programs and the State Trunkline Program in the STIP and TIPs box of these flowcharts.

Construction In Advance Of Apportionment

Construction in Advance of Apportionment, or Advance Construction (AC) as it’s called in Michigan, allows a state to construct a project with state money and be reimbursed with federal money at a later date. It is an accounting tool that provides MDOT with greater flexibility/efficiency in matching federal fund categories to individual projects.

MDOT’s use of AC to manage cash flow is shown as one element of the New Resources flowchart. As a cash flow tool, AC conversions (reimbursements) equal authorizations (projects approved for future conversion) with no net effect on program size. AC is handled by MDOT in the following manner:

- Projects must initially be listed in the STIP or TIP in the year they will be started (i.e., when they are committed to).
- If AC projects initially cause new commitments to exceed new resources for a given year, MDOT recommends (but does not insist) that the MPO or the state (as appropriate) reduce the resources programmed for a future year in order to increase resources in the current or initial program year. This will prevent the funds from being committed twice.
- A footnote is required explaining the adjustment to New Resources.
- Projects may be - but are not required to be - listed when they are expected to be converted. If they are shown when converted, they would not be included as a new commitment in those years.

MDOT certifies that there is sufficient state revenue to cover all AC authorizations. MDOT maintains a cash-flow model that identifies funding requirements. In addition, MDOT has statutory authority to borrow funds if necessary to meet obligations, if a situation were to arise where additional cash was required.

The flowchart illustrates the flow of funds for the 2015-2019 Transportation Program Budget. It starts with 'Locally Raised Funds' (red hexagon) contributing \$1,069.2 million to 'Local Agency Funds Available for Roads' (yellow rectangle). 'MTF' (red hexagon) contributes \$2,051.0 million to the same 'Local Agency Funds' box. 'Other MTF' (yellow rectangle) contributes \$275.4 million to 'Non-Federal Local Programs' (green rectangle). 'Local Agency Funds' also contribute \$247.4 million to 'Non-Federal Local Programs'. 'Local Agency Funds' are split into 'Maintenance' (blue oval, \$227.4 million) and 'Operations' (blue oval, \$227.4 million). 'Non-Federal Local Programs' are split into 'STIP and TIPs' (green rectangle) and 'State Trunkline Program' (green rectangle). 'STIP and TIPs' are split into 'Federally Assisted Local Programs' (green rectangle, \$286.7 million) and 'State Trunkline Program' (green rectangle, \$1,177.3 million). 'State Trunkline Program' is split into 'Operations' (blue oval, \$227.4 million) and 'Maintenance' (blue oval, \$261.1 million). 'State Trunkline Program' also contributes \$656.9 million to 'Advance Construction Conversions*' (diamond shape, \$103.0 million). 'Advance Construction Conversions*' contribute \$103.0 million to 'Trunkline Bonds' (red hexagon, \$260.0 million). 'Trunkline Bonds' contribute \$260.0 million to 'State Trunkline Fund' (yellow rectangle, \$1,665.8 million). 'Misc. Revenue' (red hexagon, \$42.5 million) contributes \$42.5 million to 'State Trunkline Fund'. 'State Trunkline Fund' contributes \$706.4 million to 'Local Agency Funds Available for Roads'. 'State Trunkline Fund' also contributes \$103.0 million to 'Advance Construction Conversions*'. 'State Trunkline Fund' also contributes \$103.0 million to 'Trunkline Bonds'. 'State Trunkline Fund' also contributes \$103.0 million to 'Misc. Revenue'. 'State Trunkline Fund' also contributes \$103.0 million to 'Other MTF'.

LEGEND

- Primary Resource (Red hexagon)
- Subordinate Resource (Yellow rectangle)
- Use which reduces program (Blue oval)
- Program from which project commitments are made (Green rectangle)

FOOTNOTES:

Other MTF includes MTF Administration, Debt Service on Critical Bridge Bonds, the Recreation Improvement Fund, and the Comprehensive Transportation Fund.

Federally assisted Local Programs include TMA, Small MPO, STP Rural, TEDF C/D, Small Urban, Enhancements, Rail/Hwy Xing, Bridge, CMAQ, State Park Access, and High Priority Project Programs.

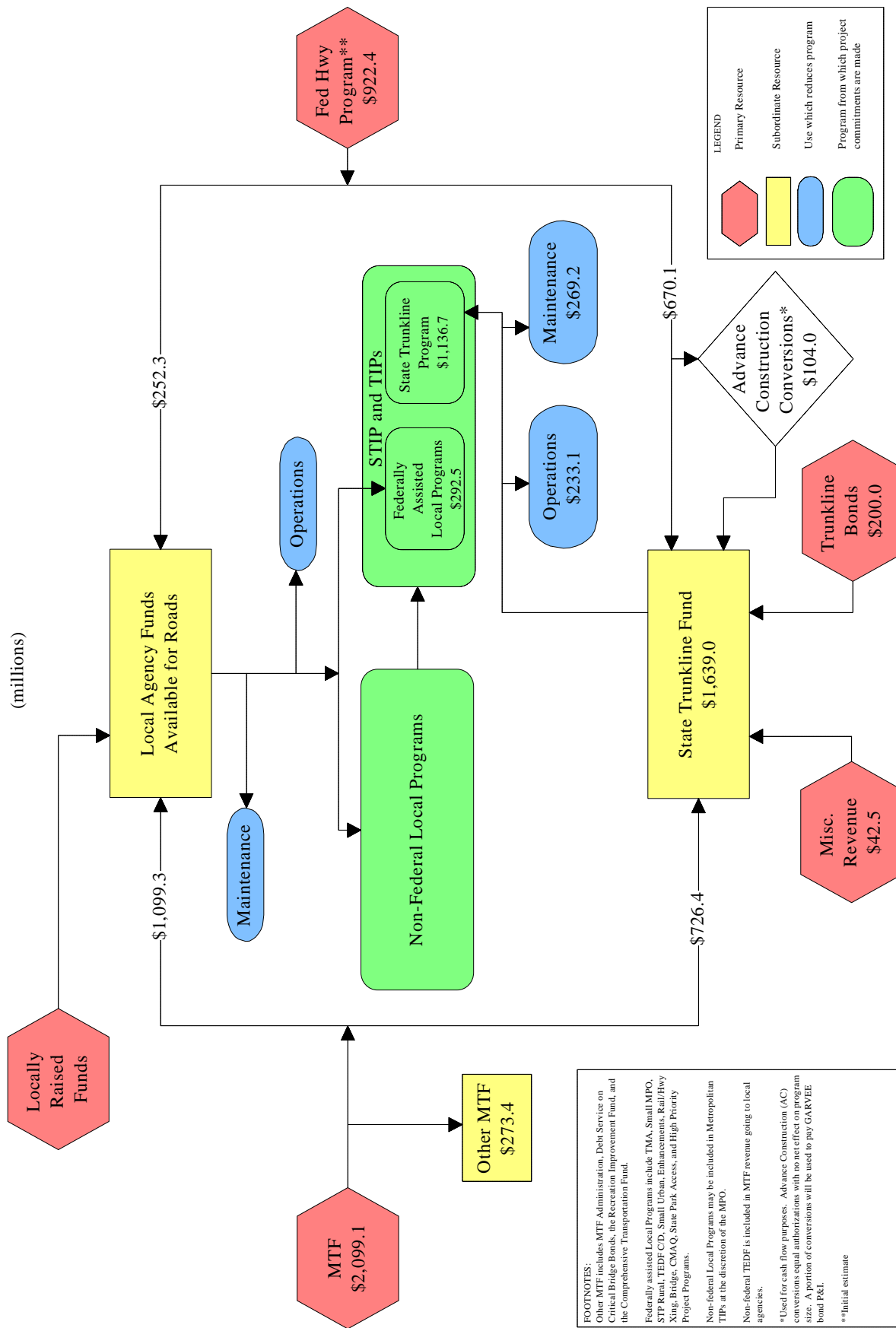
Non-federal Local Programs may be included in Metropolitan TIPs, at the discretion of the MPO.

Non-federal TEDF is included in MTF revenue going to local agencies.

* Used for cash flow purposes, Advance Construction (AC) conversions equal authorizations with no net effect on program size. A portion of conversions will be used to pay GARVEE bond P&I.

** Initial estimate

New Resources Fiscal Year 2007 (millions)



MTF Revenue and Expenditure

(millions)

LEGEND

- Primary Resource (Red hexagon)
- Subordinate Resource (Yellow rectangle)
- Use which reduces program (Blue oval)
- Program from which project commitments are made (Green rounded rectangle)

Flowchart Details:

- MTF \$2,152.1** (Primary Resource) flows to **Local Agency Funds Available for Roads** (\$1,127.0) and **State Trunkline Fund \$1,670.4** (744.4).
- Locally Raised Funds** (Primary Resource) flows to **Local Agency Funds Available for Roads**.
- Other MTF \$280.7** (Subordinate Resource) flows to **Local Agency Funds Available for Roads**.
- Local Agency Funds Available for Roads** flows to **Maintenance** (Use which reduces program) and **Operations** (Use which reduces program).
- Operations** flows to **STIP and TIP's** (Program from which project commitments are made).
- STIP and TIP's** flows to **Federally Assisted Local Programs \$298.4** and **State Trunkline Program \$1,175.1**.
- Federally Assisted Local Programs** flows to **Operations \$217.8** and **Maintenance \$277.5**.
- State Trunkline Program** flows to **Operations \$217.8** and **Maintenance \$277.5**.
- State Trunkline Fund \$1,670.4** flows to **Advance Construction Conversions* \$106.0** and **Trunkline Bonds \$200.0**.
- Advance Construction Conversions*** flows to **State Trunkline Fund**.
- Trunkline Bonds** flows to **State Trunkline Fund**.
- Misc. Revenue \$42.5** (Primary Resource) flows to **State Trunkline Fund**.
- Fed Hwy Program** \$940.8** (Primary Resource) flows to **State Trunkline Fund**.
- State Trunkline Fund** flows to **Local Agency Funds Available for Roads** (\$257.3).

FOOTNOTES:

- Other MTF includes MTF Administration, Debt Service on Critical Bridge Bonds, the Recreation Improvement Fund, and the Comprehensive Transportation Fund.
- Federally assisted Local Programs include TMA, Small MPO, STP Rural, TEDF C/D, Small Urban, Enhancements, Rail/Hwy Xing, Bridge, CMAQ, State Park Access, and High Priority Project Programs.
- Non-federal Local Programs may be included in Metropolitan TIP's at the discretion of the MPO.
- Non-federal TEDF is included in MTF revenue going to local agencies.
- *Used for cash flow purposes. Advance Construction (AC) conversions equal authorizations with no net effect on program size. A portion of conversions will be used to pay GARVEE bond P&I.
- **Initial estimate

Financial Constraint

The format for the highway financial tables is based on Federal-aid categories, not by federally assisted state and local programs as was done in the FY 2004-2006 STIP/TIPs. This change was made in order to facilitate the future automation of STIP development and maintenance. The STIP is presented by fiscal year rather than calendar year, thus this report summarizes planned commitments from October 1, 2005 to September 30, 2008. Fiscal Year 2005 begins on October 1, 2005.

TEA-21 legislation expired on September 30, 2003 and only recently has Congress enacted new long-term legislation. This new legislation could significantly affect the amount of Federal-aid the state receives and how the funds can be spent. This plan is being developed using the best available revenue information and will be amended once new revenue figures and guidance is received from FHWA.

Without the benefit of reauthorization, reasonable estimates of new resources of federal revenue had to be determined. The FY 2006 revenue estimate from the FY 2004-2006 STIP/TIPs was used as the FY 2006 revenue estimate in the FY 2006-2008 TIP. For the FY 2007 revenue estimate, the FY 2006 revenue estimate was increased by two percent, and for the FY 2008 revenue estimate it was increased an additional two percent.

Michigan local program amounts were estimated by increasing FY 2006 program amounts by two percent each year. The new resource amounts assume a 20 percent non-federal match and may include additional state/local funds as footnoted. MDOT resources includes State Trunkline Funds from the Michigan Transportation Fund (MTF) and bond revenue from the Build Michigan programs.

Under Michigan law, 25 percent of the state's Federal-aid is allocated to local programs and the remainder to MDOT programs. Congestion Mitigation and Air Quality (CMAQ), federal bridge, Transportation Enhancement, Discretionary, and Congressionally designated funds are excluded from the calculation of the 25 percent local share.

The Michigan Division of FHWA and MDOT recently agreed to changes in how financial constraint is demonstrated. Highlights of this agreement are as follows:

- financial constraint can be demonstrated by Federal-aid categories
- total proposed commitments cannot exceed total estimated federal, state and local revenue each fiscal year
- proposed commitments may exceed estimated revenue in a specific funding category
- MDOT will provide a flowchart with all new estimated federal, state and local revenue
- converted advance construct funds cannot be part of the federal revenue estimate
- MDOT will provide information on Advance Construction (see page 5)
- MDOT will identify the project identification/selection process and identify the work type activities for each General Program Account (GPA)
- budget amounts for GPAs may be used in the second and third year as long as a project list is ultimately provided in a timely fashion to FHWA

As mentioned above, the format of the financial constraint tables has been modified since the last STIP development cycle. The revisions include the following:

- both highway and transit resources and commitments are reported by Federal-aid category
- state resources and commitments are combined with local resources and commitments
- GPAs have been included in the appropriate Federal-aid category
- statewide programs are included in the non-MPO table
- financial constraint is demonstrated using two tables: one table for non-MPO program and one table for the total statewide program which combines the non-MPO with all the MPOs. (Individual MPO financial constraint tables are included in each MPO's TIP.)

“Estimated Federal Revenue” is all new estimated resources of Federal-aid. “Estimated Non-Federal Revenue” includes all state and local matching funds other than the new Federal-aid. “Total Estimated Revenue” is the total of federal and non-federal revenue. “Total New Commitments” is the total cost of the projects listed in the STIP for that revenue source for the fiscal year.

Non-MPO Program

Table 2 (see next page) summarizes the highway and transit program for the non-MPO areas of the state contained in this report. The remainder of the highway and transit program is contained in the individual MPO TIPs. Table 2 includes statewide competitive programs for which selections are made through a variety of administrative processes from projects submitted by state and local agencies. The projects for some programs have yet to be programmed because additional technical information/analysis is being completed or there is an annual statewide competition for grants. Once specific projects have been selected, however, funding is committed for these programs through the amendments process.

In the first funding category shown in the transit section of Table 2, no funds are shown since Section 5307 projects are located only in MPO areas. The 5307 programs are formula distributions to urbanized areas, all of which are part of an MPO.

Table 2

NON-MPO FISCAL CONSTRAINT DEMONSTRATION

8/26/05	Highway Fund Source ^{4, 5}	FY 2006				FY 2007				FY 2008			
		Estimated Federal Revenue ^{1,2}	Estimated Non-Federal Revenue ^{1,3}	Total Estimated Revenue	Total Proposed Commitments	Estimated Federal Revenue ^{1,2}	Estimated Non-Federal Revenue ^{1,3}	Total Estimated Revenue	Total Proposed Commitments	Estimated Federal Revenue ^{1,2}	Estimated Non-Federal Revenue ^{1,3}	Total Estimated Revenue	Total Proposed Commitments
	Interstate Maintenance (IM)	\$13,479,840	\$1,497,760	\$14,977,600	\$14,977,600	\$42,658,531	\$4,739,837	\$47,398,368	\$47,398,368	\$8,763,365	\$1,219,231	\$9,982,596	\$9,982,596
	National Highway System (NHS)	\$8,854,313	\$1,963,417	\$10,817,730	\$10,817,730	\$29,904,243	\$6,631,181	\$36,535,424	\$36,535,424	\$46,448,347	\$10,299,780	\$56,748,127	\$56,748,127
	Surface Transportation Program (STP)	\$138,388,975	\$54,723,576	\$193,112,551	\$193,112,551	\$157,389,621	\$59,285,426	\$216,675,047	\$216,675,047	\$189,415,605	\$66,244,040	\$255,659,645	\$255,659,645
	Bridge (B)	\$13,853,423	\$3,463,356	\$17,316,779	\$17,316,779	\$8,385,036	\$2,096,271	\$10,481,307	\$10,481,307	\$9,176,683	\$2,294,172	\$11,470,855	\$11,470,855
	Congestion Mit. And Air Quality (CMAQ)												
	Minimum Guarantee (MG)												
	Other Federal Highway Funds												
	Other Non-Federal Highway Funds		\$156,436,726	\$156,436,726	\$156,436,726		\$83,508,287	\$83,508,287	\$83,508,287		\$56,002,987	\$56,002,987	\$56,002,987
	Highway Total	\$174,576,551	\$218,084,835	\$392,661,386	\$392,661,386	\$238,337,431	\$156,261,002	\$394,598,433	\$394,598,433	\$253,804,000	\$136,060,210	\$389,864,210	\$389,864,210
	Transit Fund Source^{4, 5}												
	Section 5307 UZA Formula												
	Section 5309 Capital	\$13,500,000	\$10,800,000	\$2,700,000	\$2,700,000	\$13,781,250	\$11,025,000	\$2,756,250	\$2,756,250	\$14,062,500	\$11,250,000	\$2,812,500	\$2,812,500
	Section 5310 Elderly and Disabled	\$4,562,500	\$3,650,000	\$912,500	\$912,500	\$4,750,000	\$3,800,000	\$950,000	\$950,000	\$5,160,000	\$4,128,000	\$1,032,000	\$1,032,000
	Section 5311 Non-UZA Formula	\$17,611,000	\$14,610,900	\$3,000,000	\$3,000,000	\$18,318,000	\$15,218,000	\$3,100,000	\$3,100,000	\$20,147,000	\$16,647,000	\$3,500,000	\$3,500,000
	Section 5316 Job Access/Reverse Commute	\$9,250,000	\$4,625,000	\$4,625,000	\$4,625,000	\$9,650,000	\$4,825,000	\$4,825,000	\$4,825,000	\$10,450,000	\$5,225,000	\$5,225,000	\$5,225,000
	Section 5317 New Freedom Initiative	\$5,070,000	\$2,535,000	\$2,535,000	\$2,535,000	\$5,270,000	\$2,635,000	\$2,635,000	\$2,635,000	\$5,700,000	\$2,850,000	\$2,850,000	\$2,850,000
	Section 5313 (B) Planning and Research												
	Transit Total	\$49,993,500	\$36,220,900	\$13,772,500	\$13,772,500	\$51,769,250	\$37,503,000	\$14,266,250	\$14,266,250	\$55,519,500	\$40,100,000	\$15,419,500	

Notes:

1. The FY 2006 revenue estimate from the FY 2004-2006 STIP was used as the baseline FY 2006 revenue estimate for this cycle. The FY 2006 figure was increased by 2% for the FY 2007 revenue estimate and increased an additional 2% for the FY 2008 estimate.
2. Estimated federal revenue is Apportionment (not Obligation Authority). It includes all phases for each state trunkline and local project.
3. Estimated non-federal revenue includes state and local match and other funds for all phases for each trunkline and local project.
4. The FY 2006-2008 TIPs and STIP reports financial constraint by major federal funding source rather than by MDOT program categories. Projects were rolled up into the federal funding category using actual funding codes from each programmed project in MDOT's MAP database. See Appendix K, Funding Codes and Funding Sources, for additional detail.

Total Statewide (MPO and Non-MPO) Program

The purpose of Table 3 is to demonstrate financial constraint for the entire program which includes both **non-MPO (rural) and MPO programs** in their entirety. All MPO tables from the TIPS and the non-MPO table from this report are combined for an overall view of the entire program. Total new resources are equal to or more than total new commitments for each of the three fiscal years.

Conclusion

Based on the financial information in this plan it is clear that there are sufficient dollars available to deliver the programs and projects contained in this report and the individual MPO TIPs. The financing of the program is fundamentally sound. On an annual basis and over the three year period of the STIP, the commitment of new projects is consistent with anticipated resources.

This analysis is based on the best currently available information. The transportation financing is based largely on now expired federal legislation. The recent passage of the next federal transportation bill, SAFETEA-LU, will have a major effect on this financial structure and will require modifications to the information contained in this report.

Table 3

STATEWIDE FISCAL CONSTRAINT DEMONSTRATION

8/26/05	FY 2006				FY 2007				FY 2008			
	Estimated Federal Revenue ^{1,2}	Estimated Non-Federal Revenue ^{1,3}	Total Estimated Revenue	Total Proposed Commitments	Estimated Federal Revenue ^{1,2}	Estimated Non-Federal Revenue ^{1,3}	Total Estimated Revenue	Total Proposed Commitments	Estimated Federal Revenue ^{1,2}	Estimated Non-Federal Revenue ^{1,3}	Total Estimated Revenue	Total Proposed Commitments
Highway Fund Source^{4,5}												
Interstate Maintenance (IM)	\$143,472,000	\$19,038,793	\$162,510,793	\$117,404,965	\$146,341,000	\$26,500,703	\$172,841,703	\$194,101,536	\$149,268,000	\$11,873,813	\$161,141,813	\$110,445,908
National Highway System (NHS)	\$174,147,000	\$47,944,328	\$222,091,328	\$286,448,180	\$177,630,000	\$36,268,424	\$213,898,424	\$209,549,424	\$181,183,000	\$37,993,002	\$219,176,002	\$188,881,860
Surface Transportation Program (STP)	\$239,943,000	\$130,283,251	\$370,226,251	\$509,061,804	\$244,742,000	\$137,720,737	\$382,462,737	\$557,685,437	\$249,637,000	\$154,661,592	\$404,298,592	\$634,643,827
Bridge (B)	\$122,304,000	\$25,398,017	\$147,702,017	\$122,032,638	\$124,750,000	\$26,786,780	\$151,536,780	\$137,647,040	\$127,245,000	\$21,566,816	\$148,811,816	\$102,278,172
Congestion Mit. And Air Quality (CMAQ)	\$35,396,000	\$8,849,000	\$44,245,000	\$44,245,000	\$36,104,000		\$36,104,000		\$36,826,000		\$36,826,000	
Minimum Guarantee (MG)	\$97,534,000	\$7,348,846	\$104,882,846	\$40,284,087	\$99,485,000	\$6,755,607	\$106,240,607	\$35,235,270	\$101,474,000	\$7,051,998	\$108,525,998	\$31,881,114
Other Federal Highway Funds	\$91,511,000	\$4,236,000	\$95,747,000	\$19,014,880	\$93,341,000		\$93,341,000	\$400,000	\$95,208,000		\$95,208,000	
Other Non-Federal Highway Funds		\$355,361,369	\$355,361,369	\$354,146,592		\$200,619,364	\$200,619,364	\$199,404,587		\$154,175,120	\$154,175,120	\$152,960,343
Highway Total	\$904,307,000	\$598,459,604	\$1,502,766,604	\$1,492,638,146	\$922,393,000	\$434,651,615	\$1,357,044,615	\$1,334,023,294	\$940,841,000	\$387,322,341	\$1,328,163,341	\$1,221,091,224
Transit Fund Source^{4,5}												
Section 5307 UZA Formula	\$77,820,672	\$29,730,566	\$107,551,238	\$107,551,238	\$71,986,540	\$28,422,124	\$100,408,664	\$100,303,898	\$73,357,954	\$27,409,708	\$100,767,662	\$100,556,032
Section 5309 Capital	\$45,057,800	\$17,339,200	\$62,397,000	\$40,797,000	\$36,938,223	\$16,813,743	\$53,751,966	\$31,701,966	\$31,781,252	\$14,894,438	\$46,675,690	\$24,175,690
Section 5310 Elderly and Disabled	\$6,171,572	\$4,052,518	\$10,224,090	\$2,924,090	\$6,009,000	\$4,115,000	\$10,124,000	\$2,524,000	\$6,448,000	\$4,435,000	\$10,883,000	\$2,627,000
Section 5311 Non-UZA Formula	\$19,407,035	\$22,247,509	\$41,654,544	\$12,432,644	\$20,150,333	\$23,605,979	\$43,756,312	\$13,320,312	\$22,018,893	\$25,381,231	\$47,400,124	\$14,102,124
Section 5316 Job Access/Reverse Commute	\$11,250,000	\$6,625,000	\$17,875,000	\$8,625,000	\$12,210,000	\$6,965,000	\$19,175,000	\$9,525,000	\$13,010,000	\$5,365,000	\$18,375,000	\$7,925,000
Section 5317 New Freedom Initiative	\$5,070,000	\$2,535,000	\$7,605,000	\$2,535,000	\$5,270,000	\$2,635,000	\$7,905,000	\$2,635,000	\$5,700,000	\$2,850,000	\$8,550,000	\$2,850,000
Section 5313 (B) Planning and Research	\$17,504,751	\$3,397,567	\$20,902,318	\$17,066,582	\$17,126,630	\$4,260,986	\$21,387,616	\$21,387,616	\$15,204,331	\$3,779,377	\$18,983,708	\$18,983,708
Transit Total	\$182,281,830	\$85,927,360	\$268,209,190	\$191,931,554	\$169,690,726	\$86,817,832	\$256,508,558	\$181,397,792	\$167,520,430	\$84,114,754	\$251,635,184	\$171,435,184

- Notes:
- The FY 2006 revenue estimate from the FY 2004-2006 STIP was used as the baseline FY 2006 revenue estimate for this cycle. The FY 2006 figure was increased by 2% for the FY 2007 revenue estimate and increased an additional 2% for the FY 2008 estimate.
 - Estimated federal revenue is Apportionment (not Obligation Authority). It includes all phases for each state trunkline and local project.
 - Estimated non-federal revenue includes state and local match and other funds for all phases for each trunkline and local project.
 - The FY 2006-2008 TIPs and STIP reports financial constraint by major federal funding source rather than by MDOT program categories. Projects were rolled up into the federal funding category using actual funding codes from each programmed project in MDOT's MAP database. See Appendix K, Funding Codes and Funding Sources, for additional detail.

THE PUBLIC INVOLVEMENT PROCESS FOR THE STIP

Public involvement is one of TEA-21's fundamental requirements. The act clearly states that state departments of transportation and MPOs *"shall provide citizens, affected public agencies, representatives of transportation agency employees, other affected employee representatives, private providers of transportation, and other interested parties with reasonable opportunity to comment"* on transportation programs.

Both state and local officials ensured that preparation of the STIP included ample opportunity for public involvement. The planning process for project selection in Michigan's transportation systems involves the County Road Commissions, Cities and Villages, Metropolitan Planning Organizations, Regional Planning Agencies, Indian Tribal Governments, Public Transit Agencies and other stakeholders.

In developing the STIP, state officials worked cooperatively with local officials, public and private transportation providers and interested citizens. Many of the projects included in the STIP are the result of numerous public information meetings and hearings, as well as requests by local officials and the public for specific transportation improvements.

Opportunities for public involvement were provided throughout the project selection process at local, regional and state levels. This cooperative state and local public involvement effort included, but was not limited to, open meetings at the state and local level where project selection and programming decisions were publicly considered, opportunities to comment on proposed projects at city council and city manager meetings and public notices in local newspapers throughout the state requesting public comment on proposed projects.

As explained in Appendix C, the Department's annual Five Year Road and Bridge Program planning process forms the foundation upon which the STIP is developed. The Department's 2005-2009 Five Year Road and Bridge Program was discussed with local agencies and the MPOs throughout its development then posted on MDOT's Web site.

PUBLIC REVIEW OF THE DRAFT STIP REPORT

MDOT provided the public with a preview of a **draft list of projects** proposed for inclusion in the FY 2006-2008 STIP. On July 1, 2005, MDOT issued a press release announcing this information was available on MDOT's Web site at www.michigan.gov/stip for public comment through August 1, 2005. The press release was sent statewide to the Department's standard media list as well as minority media providers. A total of six comments were received and addressed.

Prior to final approval of the FY 2006-2008 STIP by the federal agencies, a public review of this **draft report in its entirety** will be conducted and, based on the comments received, may require some revision to this report. In early September 2005, the entire draft report will be posted on MDOT's Web site at www.michigan.gov/stip for a minimum of two weeks for public comment. MDOT will continue to accept and address comments as they are received. An overview of all comments and MDOT's responses will be provided to FHWA in a separate document. **MDOT**

will continue to accept and address comments as they are received. You may comment on this report in several ways:

- Visit www.michigan.gov/stip and send an e-mail to the address provided (MDOT-STIP0406-Comments@Michigan.gov).
- Contact the appropriate MDOT Region Office, MDOT Transportation Service Center or MPO. A directory of MPO Offices can be found in Appendix A. Region Offices and TSCs are listed in Appendix B.
- Contact MDOT's central office by mail, phone, fax, or email:

Michigan Department of Transportation
Statewide Planning Division
P.O. Box 30050
425 West Ottawa Street
Lansing MI 48909

Phone (517) 335-1510
Fax (517) 373-9255
E-Mail: lindstroma@michigan.gov

ENVIRONMENTAL JUSTICE

In February of 1994 President Clinton signed Executive Order 12898. Its major goal is to ensure that no minority or low-income population suffers “disproportionately high and adverse human health or environmental effects” due to any “programs, policies, and activities” undertaken by a federal agency or any agency receiving federal funds. As the Michigan Department of Transportation (MDOT) does receive federal funding, the above-mentioned order applies to its programs, policies and activities. Environmental Justice (EJ), however, is not a new requirement. In fact, since no additional legislation accompanied the President’s order, its authority rests in Title VI of the Civil Rights Act of 1964, and MDOT has long considered these principles in its planning processes.

These requirements can be met in a variety of ways and on a variety of levels. MDOT’s first responsibility, when planning specific projects, is to identify populations that will be affected by a given project. If a disproportionate effect is anticipated, mitigation procedures must be followed. If mitigation options do not sufficiently eliminate the disproportionate effect, reasonable alternatives should be discussed and, if necessary, implemented. Disproportionate effects are those effects which are appreciably more severe for any EJ group or predominantly borne by a single EJ group.

In addition to a project-by-project analysis of Environmental Justice, MDOT is responsible for ensuring that its overall program does not disproportionately distribute benefits or negative effects to any target EJ population. An analysis at the statewide level should examine the total negative and positive outcomes of transportation projects to see whether there is a disproportionate effect. This process involves establishing a baseline (a geographic representation of the location of those populations mentioned in the executive order) and then examining MDOT’s program as a whole as it relates to these areas.

For purposes of this document, analysis is limited to the non-MPO areas of the state. Each MPO TIP contains an EJ analysis of all projects within its Metropolitan Area Boundary. Because the negative effects of projects are generally examined at the individual project level, the analysis in this report focuses on the benefits of transportation improvements to an area. For this analysis the following definitions were used:

Low-Income: a person whose median household income is at or below the U.S. Department of Health and Human Services poverty guidelines.

Minority:

- 1) **Black or African American.** A person having origins in any of the Black racial groups of Africa.
- 2) **Hispanic.** A person of Mexican, Puerto Rican, Cuban, South or Central American, or other Spanish culture or origin, regardless of race.
- 3) **Asian.** A person having origins in any of the original peoples of the Far East, Southeast Asia or the Indian subcontinent.
- 4) **American Indian and Alaskan Native.** A person having origins in any of the original people of North, Central or South America and who maintain tribal

affiliation or community attachment.

- 5) **Native Hawaiian or Other Pacific Islander.** A person having origins in any of the original peoples of Hawaii, Guam, Samoa, or other Pacific Islands.

Methodology

Low income and minority thresholds were developed using 2000 census data for low-income groups and for minority groups. MPO populations were not included in development of the thresholds since we are analyzing the rural, non-MPO areas of the state. Any zone with a minority group population exceeding the statewide non-MPO average and a low-income population above the statewide non-MPO average was considered an EJ zone. Those areas were mapped and overlaid on the projects contained in the FY04-06 STIP. These maps, displaying all non-MPO EJ zones and all non-MPO projects, are shown on the next three pages. For the sake of clarity, all Rural Task Force projects and Small Urban projects were combined into one category and labeled "Local Rural Project" on the black and white maps included in this report. For a full color map showing all three types of projects - trunkline (MDOT), Rural Task Force (local) and Small Urban (local) - see MDOT's Web site at www.michigan.gov/stip.

Analysis

The analysis addresses two fundamental Environmental Justice principles:

- 1) To avoid, minimize, or mitigate disproportionate high and adverse human health or environmental effects on low-income and minority populations.
- 2) To prevent the denial of, reduction in, or significant delay in the receipt of benefits by low- income and minority populations.

Table 4 summarizes the results of the analysis of all non-MPO projects and costs in relation to all non-MPO EJ zones. For the sake of consistency and comparison with the FY 2004-2006 STIP EJ analysis, Rural Task Force projects and Small Urban projects are listed separately.

Table 4

FY 2006-2008 STIP Environmental Justice (EJ) Analysis			
PROJECTS			
Type of Project	Total Projects	Total Projects in EJ Zones	Percent Projects In EJ Zones
Trunkline (MDOT)	307	264	86%
Rural Task Force (Local)	328	263	80%
Small Urban (Local)	39	30	77%
Total	674	557	83%
COSTS			
Type of Project	Total Cost	Total Costs in EJ Zone	Percent Costs In EJ Zones
Trunkline (MDOT)	\$858,073,433	\$756,062,578	88%
Rural Task Force (Local)	\$128,215,364	\$102,658,177	80%
Small Urban (Local)	\$17,456,541	\$13,442,049	77%
Total	\$1,003,745,338	\$872,162,804	87%

1) Disproportionate adverse effects

Adverse effects, as defined in the final US DOT Order on Environmental Justice (DOT Order 5610.2) contained in the Federal Register in 1997, include but are not limited to: bodily impairment, illness or death; air, noise, or water pollution and soil contamination; destruction or disruption of natural resources or aesthetic values; disruption of community cohesion; disruption of the availability of public and private facilities and services; displacement of persons, farms, non-profit organizations; increased traffic congestion.

Review of the total 674 trunkline and local non-MPO projects that comprise the proposed FY 2006-2008 STIP reveals that the majority fall within the preservation category. The remainder of the projects consist of bridge, passing relief lane, roadsides, economic development, and jurisdictional transfer projects as well as two minor new road extensions, one capacity expansion from two to three lanes and capacity improvement projects.

The proposed facility improvements located in minority or low-income populations are similar in design and comparative impacts to those located in non-minority or non-low-income populations. With respect to the relatively few improve and expand projects, they are located in mostly rural, low-population areas thereby minimizing potential adverse effects such as noise, vibration, displacement of persons or businesses, or disruption of community cohesion. All displacements and acquisition of right-of-way will be at the project development level and will follow the appropriate state and federal procedures including the Uniform Relocation Assistance and Real Property Acquisition Policies Act to minimize the impacts on affected individuals and businesses. Therefore, it has been determined that any adverse impacts associated with the proposed system improvements do not reach the disproportionately high and adverse standard.

2) Receipt of beneficial effects

As Table 4 shows, the FY 2006-2008 STIP includes a total of 674 projects located outside MPOs, of which 557 (83%) are located within or adjacent to established EJ zones. Of the total projects, 45.5 percent are trunkline (MDOT) projects with approximately 86 percent benefiting EJ zones, 48.6 percent are Rural Task Force (local) projects with about 80 percent serving EJ zones, and five point eight percent are Small Urban (local) projects of which 77 percent serve EJ zones.

Project costs total in FY2006-2008 is over \$1 billion (\$1,003,745,338), of which \$872,162,804 (87%) will benefit EJ zones. Of the total project costs, 85 percent are trunkline (MDOT) costs with approximately 88 percent benefiting EJ zones, 12.8 percent are Rural Task Force (local) costs with about 80 percent serving EJ zones, and two point two percent are Small Urban (local) costs of which 77 percent benefit EJ zones. A significant number of projects and associated project costs are located within or adjacent to areas established as EJ zones. Therefore, it has been determined that low income or minority populations are not being denied receipt of projects but will positively benefit from the economic impact of these proposed transportation improvements.

Table 5 shows the population that is served by transportation improvement projects in selected geographic areas within the State of Michigan. Since the 2000 Bureau of Census statistics is the most current population figures, this table remains the same as the figures in the FY 2004-2006

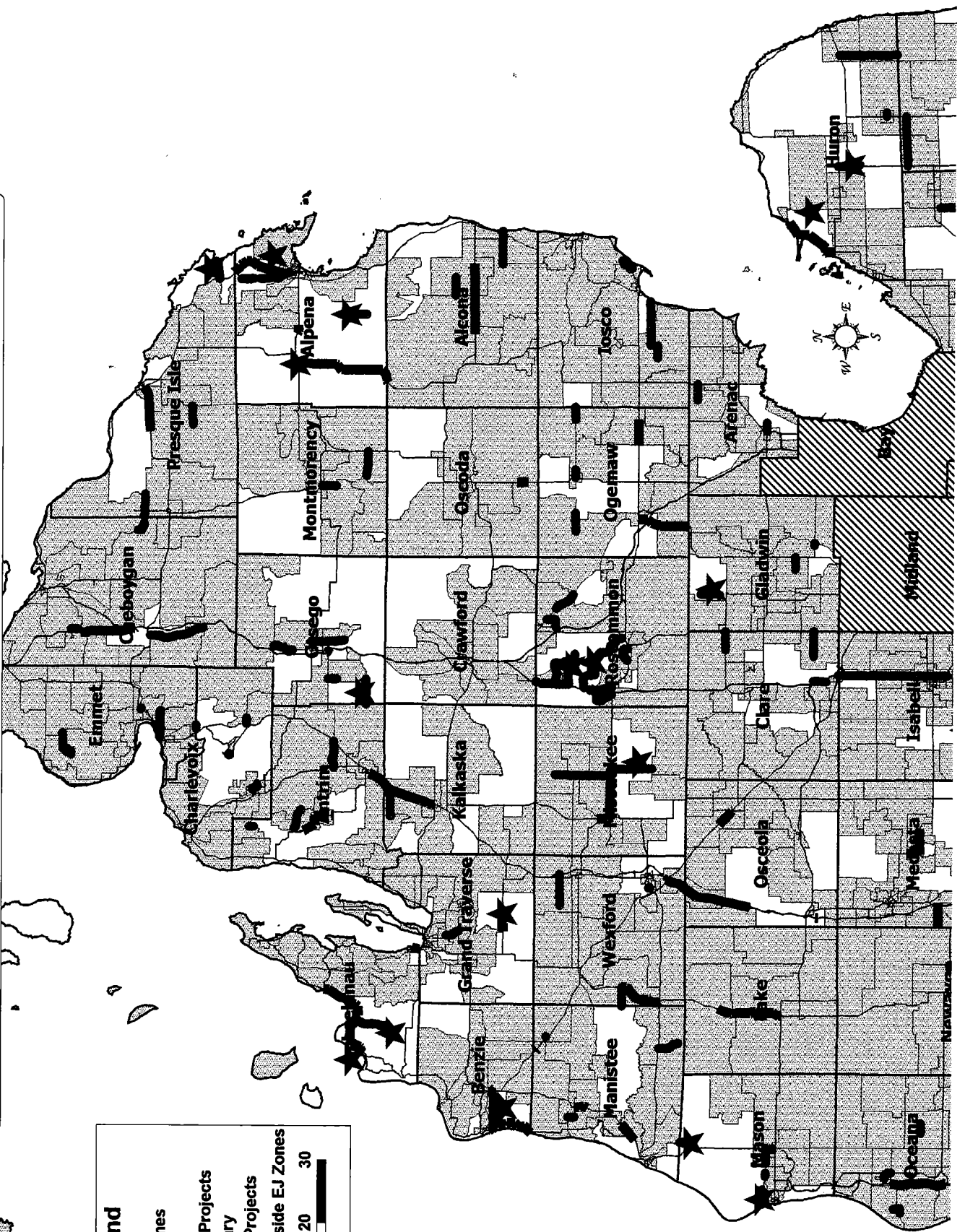
STIP. The total population of non-MPO EJ zones was calculated as 1,741,833 or 18 percent of Michigan's population. In other words, 18 percent of Michigan's citizens are considered low-income or a minority. Of the total non-MPO population, 69 percent reside in EJ zones. Seventy-five percent of all non-MPO Census Block Groups qualify for EJ status.

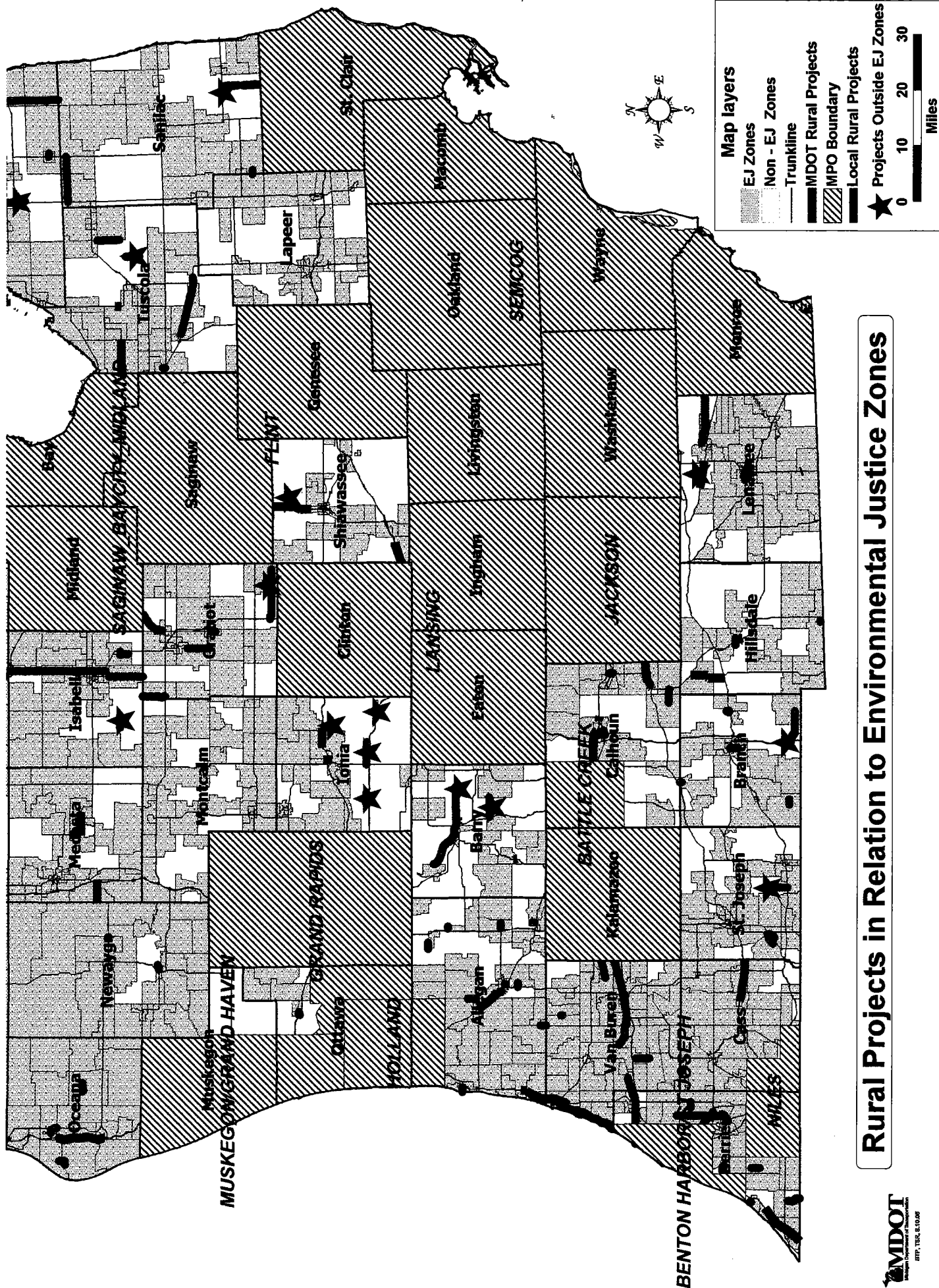
Table 5

2000 Census Data for FY 2006-2008 STIP EJ Analysis			
Geographic Area	Total Population	Percent of Total Population	Total Number of Census Block Groups*
In the State of Michigan	9,938,444	100%	8410
In MPOs	7,599,927	75%	6370
In Non-MPO Areas	2,338,517	24%	2040
In Non-MPO EJ Zones	1,741,833	18%	1506

* A Census Block Group is the smallest geographic level for which EJ-related Census data is available.

Environmental Justice ensures that the potential impacts and benefits derived from transportation services are provided equitably to every population in Michigan. Through careful planning and proactive involvement, MDOT guarantees the highest quality transportation services to all of Michigan's citizens, regardless of race or income.





Rural Projects in Relation to Environmental Justice Zones

AIR QUALITY CONFORMITY IN MICHIGAN

Transportation Conformity analysis is a method of determining the air quality impacts of transportation plans (TIPs, LRPs and STIPs) against baselines or budgets which are used to show that there are no increases to ozone precursors or harmful regulated emissions resulting from implementation of the plans. Under applicable National Ambient Air Quality Standards, counties which are or have been classified as non-attainment or re-designated to attainment/maintenance have continuing mandatory conformity analysis requirements under the Clean Air Act Amendments of 1990.

The State of Michigan has non-attainment areas under the 8 hour Ozone Standards published in 2004. Michigan has marginal and basic non-attainment areas. Although the transportation conformity requirements for these areas are the same, the attainment dates are different.

Of the 25 counties in non-attainment, only the following counties have STIP related projects: Allegan, Benzie, Berrien, Calhoun, Cass, Huron, Mason, Ottawa, Van Buren, Lenawee, and Lapeer. The remaining counties (Clinton, Eaton, Genesee, Ingham, Kent, Kalamazoo, Livingston, Macomb, Monroe, Muskegon, Oakland, St. Clair, Washtenaw, Wayne) have applicable TIP or LRP documents included in this STIP by reference. Appropriate analysis is conducted as part of the planning process for each TIP or LRP. The following counties also have both STIP and TIP projects: Allegan, Berrien, Calhoun, Cass, and Ottawa.

Benzie, Mason, and Huron counties are exempt from conformity analysis because these counties have no capacity expansion projects. Allegan, Berrien, Calhoun, Cass, Ottawa, Van Buren, Lenawee and Lapeer counties have completed and submitted their conformity analysis with their respective non-attainment areas.

The Environmental Protection Agency's (EPA) new eight hour Ozone Standard requires all of Michigan's 25 counties in non-attainment to conduct conformity analysis as a requirement. All counties covered by the STIP document were found to conform in accordance with the Michigan Conformity State Implementation Plan (SIP) and all applicable state and federal statutes, rules, and requirements.

PROJECTS

The following list contains non-MPO or rural projects outside of Metropolitan Area Boundaries; projects that fall within MPO boundaries are contained in the respective MPO TIP. MDOT is the responsible party for all projects unless otherwise noted.

The projects are organized by **county, year and program category**. The following tables describe the information that is provided for each project.

Project Information

JOB NO.	Job number; a unique project identification number established by MDOT.
PHASE	Phase refers to the stage of work being done. The following list describes the stage of work for each phase letter: A Construction B Right-of-Way (ROW) C Preliminary Engineering/Design (PE) Blank Early Preliminary Engineering/Study (EPE) GPA General Program Accounts
ROUTE	Major highway, street, or road name.
LOCATION	Specific site, limits (beginning and ending points) or other descriptive information.
LENGTH	The total length of project in miles.
WORK TYPE	The type of improvement or activity being funded.
FUND	The suggested funding code. This may be altered at time of project authorization based on availability.
LOCAL	Local share of the project cost.
STATE	State share of the project cost.
FEDERAL	Federal share of the project cost.
TOTAL	Sum of federal, state and local costs.

Highway program categories, transit program categories and funding codes and sources are provided in Appendix I, J and K, respectively.

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM 2006 - 2008

JOB_NO	PHASE	ROUTE	LOCATION	LENGTH	WORK TYPE	FUND	LOCAL	STATE	FEDERAL	TOTAL
ALCONA										
2006										
<i>Rehab & Reconst.</i>										
57092	A	US-23	north of Greenbush to south of M-72 in Harrisv	3.84	RUBBLIZE, RESURFACE	B106	\$0	\$2,634,000	\$0	\$2,634,000
2007										
<i>Rehab & Reconst.</i>										
60360	A	M-72	Odonnell Road east to F-41	11.191	CRUSH & SHAPE, BIT RESURFACE	ST	\$0	\$789,525	\$3,560,475	\$4,350,000
ALGER										
2006										
<i>Passing Relief Lanes</i>										
55439	A	M-28	east of the Soo Line Railroad to Percy Road	2.57	PSG RLF LN	M	\$0	\$1,689,000	\$0	\$1,689,000
2007										
<i>Non-Freeway Resurfacing</i>										
80221	A	M-94	M-67 to M-28	15.51	HMA Overlay	M	\$0	\$1,551,000	\$0	\$1,551,000
ALLEGAN										
2008										
<i>Rehab & Reconst.</i>										
74852	A	M-40 / M-89	west city limits of Allegan to 124th Avenue	5.783	Joint Repair & Resurface	ST	\$0	\$634,705	\$2,862,295	\$3,497,000
ALPENA										
2006										
<i>Non-Freeway Resurfacing</i>										
79641	A	M-65	M-32 to Grand Lake Highway	14.976	HMA OVERLAY	M	\$0	\$915,000	\$0	\$915,000

JOB_NO	PHASE	ROUTE	LOCATION	LENGTH	WORK TYPE	FUND	LOCAL	STATE	FEDERAL	TOTAL
Passing Relief Lanes										
60361	A	M-32	Lake Winyah Road east to Bagely Street	1.68	WIDENING FROM 2 TO 3; 5-LN REH	M	\$0	\$4,100,000	\$0	\$4,100,000
2007										
Carpool Parking Lot										
83390	A	M-32	at Airport Road	0	Construct New Lot	M	\$0	\$56,000	\$0	\$56,000
Non-Freeway Resurfacing										
79646	A	US-23	Hamilton Road to Presque Isle County line	8.019	MILL AND RESURFACE	M	\$0	\$530,000	\$0	\$530,000
79656	A	M-65	south of Vanwagner Road to M-32	16.221	HMA OVERLAY	M	\$0	\$875,000	\$0	\$875,000
2008										
Rehab & Reconst.										
74862	A	US-23	Thunder Bay River Bridge to Hamilton Road	2.39	RECONSTRUCTION , HMA RESURF	NH	\$0	\$708,757	\$3,196,243	\$3,905,000
74900	A	M-32	intersection at Ripley Street in Alpena	0.456	INTERSECTION RECONSTRUCT	NHS	\$0	\$228,689	\$1,031,311	\$1,260,000
ANTRIM										
2006										
Rehab & Reconst.										
53361	A	M-88	south of Eckhardt Road to South Central Lake	1.4	CRUSH & SHAPE, RESURFACE	B106	\$0	\$791,760	\$0	\$791,760
2007										
Carpool Parking Lot										
83383	A	US-31	at Fourth Street in Elk Rapids	0	Pave Carpool Lot	M	\$0	\$26,125	\$0	\$26,125
2008										
Rehab & Reconst.										
75082	A	M-88	Bellaire to Eckhardt Road	5.48	CRUSH & SHAPE, HMA RESURF	ST	\$0	\$451,282	\$2,035,118	\$2,486,400
ARENAC										
2006										
Rehab & Reconst.										
56940	A	M-61	Airport Road to US-23	0.603	Reconstruct	B106	\$0	\$2,160,000	\$0	\$2,160,000

JOB_NO	PHASE	ROUTE	LOCATION	LENGTH	WORK TYPE	FUND	LOCAL	STATE	FEDERAL	TOTAL
2008										
<i>RoadSides</i>										
81269	A	I-75 SB	at the Alger rest area	0	Renovate existing Rest Area	M	\$0	\$2,600,000	\$0	\$2,600,000
BARAGA										
2006										
<i>Bridge - Replacement and Rehabilitation</i>										
74473	A	M-28	over Rock River	0	Deep Ovly, railing repl, paint	M	\$0	\$392,892	\$0	\$392,892
<i>Carpool Parking Lot Program</i>										
84251	A	US-41	at .1 mile west of Baraga/Marquette County lin	0	HMA Surfacing and Grading Lot	M	\$0	\$21,660	\$0	\$21,660
<i>Non-Freeway Resurfacing</i>										
80198	A	M-38	Baraga / Houghton County line east to CR 550	6.49	HMA Overlay	M	\$0	\$649,000	\$0	\$649,000
2007										
<i>Non-Freeway Resurfacing</i>										
80199	A	M-28	Johnson Road to M-28	3.637	HMA Overlay	M	\$0	\$363,700	\$0	\$363,700
<i>Passing Relief Lanes</i>										
80159	A	US-41	Kelsey Creek to Keweenaw Bay Road	2.042	Passing Relief Lane	M	\$0	\$2,000,000	\$0	\$2,000,000
BARRY										
2006										
<i>Carpool Parking Lot Program</i>										
80278	A	M-66	at M-79 intersection	0	Pave carpool lot	M	\$0	\$25,000	\$0	\$25,000
<i>Rehab & Reconst.</i>										
50760	A	M-66	Assyria Road to Francis Street in Nashville	4.59	Cold Mill and Resurface	BI06	\$0	\$2,717,000	\$0	\$2,717,000
2007										
<i>Carpool Parking Lot Program</i>										
84213	A	M-66	2 miles south of M-43 intersection	0	HMA Overlay	M	\$0	\$44,000	\$0	\$44,000

JOB_NO	PHASE	ROUTE	LOCATION	LENGTH	WORK TYPE	FUND	LOCAL	STATE	FEDERAL	TOTAL
Rehab & Reconst.										
60507	A	M-43	Bush Street to Delton road, village of Delton	0.52	Minor Wdng w/ C&G and Drainage	ST	\$0	\$381,150	\$1,718,850	\$2,100,000
BAY										
2006										
Bridge - Replacement and Rehabilitation										
60499	A	M-47	2 bridges over M-47, Bay County	0	Deep Ovly	M	\$0	\$195,523	\$0	\$195,523
Non-Freeway Resurfacing										
72421	A	M-138	M-15 to the west Bay County line	5.42	Resurfacing - One Course	M	\$0	\$542,000	\$0	\$542,000
BENZIE										
2006										
Non-Freeway Resurfacing										
79056	A	M-115	Manistee County line to US-31	10.941	Mill and Resurface	M	\$0	\$1,029,255	\$0	\$1,029,255
2007										
Non-Freeway Resurfacing										
79060	A	M-22	Manistee County line to Elberta	8.12	Mill and Resurface	M	\$0	\$800,000	\$0	\$800,000
BERRIEN										
2006										
Bridge - Replacement and Rehabilitation										
55905	A	I-94	over Sawyer Road	0.37	Deck Repl w/Shldr Widen	BHI	\$0	\$634,800	\$2,539,200	\$3,174,000
Non-Freeway Resurfacing										
79719	A	US-31BR	from US-31 to US-31 old	2.29	HMA One Course Overlay	M	\$0	\$222,100	\$0	\$222,100
2008										
Bridge - Replacement and Rehabilitation										
55904	A	I-94	over Galien River	0.08	DECK REPL & WIDEN	BHI	\$0	\$817,400	\$3,269,600	\$4,087,000

JOB_NO	PHASE	ROUTE	LOCATION	LENGTH	WORK TYPE	FUND	LOCAL	STATE	FEDERAL	TOTAL
<i>Carpool Parking Lot</i>										
81435	A	M-51	M-51 over McKinzie Creek	0.001	Bridge Replacement	BRT	\$0	\$230,516	\$922,065	\$1,152,581
<i>Rehab & Reconst.</i>										
74948	A	I-94	Indiana State line northerly eight miles	8	Major Rehabilitation	ST	\$0	\$2,359,500	\$10,640,500	\$13,000,000
CALHOUN										
2007										
<i>Rehab & Reconst.</i>										
48551	A	M-60	Kalamazoo River in Homer to Jackson County	4.867	Resurface	ST	\$0	\$408,375	\$1,841,625	\$2,250,000
<i>RoadSides</i>										
74276	A	I-94 WB	Marshall rest area	0	replace existing building	IM	\$0	\$138,000	\$1,242,000	\$1,380,000
80315	A	I-94 WB	at the Marshall rest area	0	Replace Rest Area	M	\$0	\$2,100,000	\$0	\$2,100,000
2008										
<i>Rehab & Reconst.</i>										
74956	A	I-94	11 Mile road to 17 1/2 Mile road	7.153	Major Rehabilitation	ST	\$0	\$2,148,960	\$9,691,040	\$11,840,000
CASS										
2006										
<i>Non-Freeway Resurfacing</i>										
79726	A	M-40	from US-12 to M-60	6.81	HMA One Course Overlay	M	\$0	\$750,000	\$0	\$750,000
2008										
<i>Rehab & Reconst.</i>										
53367	A	M-60	east village limits of Vandalia to Corey Lake ro	7.514	Resurfacing	ST	\$0	\$689,700	\$3,110,300	\$3,800,000
CHARLEVOIX										
2006										
<i>Rehab & Reconst.</i>										
56932	A	M-32	Jordan River bridge east to Third Street	0.281	REM & REPLACE	B106	\$0	\$981,001	\$0	\$981,001

JOB_NO	PHASE	ROUTE	LOCATION	LENGTH	WORK TYPE	FUND	LOCAL	STATE	FEDERAL	TOTAL
CHEBOYGAN										
2006										
<i>Rehab & Reconst.</i>										
45860	A	I-75 SB	I-75 sb at M-108	0	Reconstruct	B106	\$0	\$675,000	\$0	\$675,000
2007										
<i>Rehab & Reconst.</i>										
59468	A	I-75	from Indian River to Topinabee	4.69	CONCRETE PAVEMENT REPAIR	I	\$0	\$673,500	\$6,061,500	\$6,735,000
60370	A	I-75 NB	from US-31 north to M-108	1.99	MILL AND OVERLAY AND RESURFA	I	\$0	\$103,500	\$931,500	\$1,035,000
2008										
<i>Rehab & Reconst.</i>										
75001	A	I-75	Topinabee Road to Riggsville Road	5.547	CONCRETE RESTORATION	I	\$0	\$649,000	\$5,841,000	\$6,490,000
CHIPPEWA										
2006										
<i>Non-Freeway Resurfacing</i>										
80192	A	M-80	from county road 63 (I-75) to M-129	7.917	HMA Overlay	M	\$0	\$794,200	\$0	\$794,200
<i>Wetland Pre-Mitigation</i>										
79442	A	Pickford TWP	Chippewa County (t44n, r1e)	0.001	Wetland Mitigation Site	NH	\$0	\$70,785	\$319,215	\$390,000
2007										
<i>Non-Freeway Resurfacing</i>										
80193	A	M-123	7.4 miles north of M-28 to White Fish Point roa	14.467	HMA Overlay	M	\$0	\$1,447,000	\$0	\$1,447,000
<i>Rehab & Reconst.</i>										
60289	A	M-28	M-221 to Mackinac Trail	7.91	MILL & RESURF	NH	\$0	\$256,270	\$1,155,684	\$1,411,954
2008										
<i>Rehab & Reconst.</i>										
75465	A	M-28	6 Miles East of M-123 East to Near Strong's roa	5.084	HMA Overlay	NH	\$0	\$292,759	\$1,320,241	\$1,613,000

JOB_NO	PHASE	ROUTE	LOCATION	LENGTH	WORK TYPE	FUND	LOCAL	STATE	FEDERAL	TOTAL
CLARE										
2007										
<i>Bridge - Replacement and Rehabilitation</i>										
83548	A	US-127	nb & sb over US-127 br / M-61 in Harrison	0	Partial Deck Replacement	NH	\$0	\$197,953	\$892,693	\$1,090,646
<i>Rehab & Reconst.</i>										
84169	A	M-115	Osceola/Clare col to northwest of Lake Station	5.55	Two Course HMA Overlay	NH	\$0	\$562,325	\$2,535,882	\$3,098,207
DELTA										
2006										
<i>Bridge - Replacement and Rehabilitation</i>										
82957	A	US-2	over Days River, 3.5 miles north of M-35	0	Deep Concrete Overlay	M	\$0	\$349,956	\$0	\$349,956
<i>Michigan Institutional Roads</i>										
78789	A	6th Avenue	22nd street to 30th street, UP state fairgrounds	1	New Road	MIR	\$0	\$285,000	\$0	\$285,000
<i>Rehab & Reconst.</i>										
60297	A	US-41	Oster passing relief lanes to Niemi Road	6.009	MILL & RESURF	NH	\$0	\$172,376	\$777,354	\$949,730
2007										
<i>Passing Relief Lanes</i>										
59135	A	US-2	County Road 122 to County Road N7 near Isabe	2.11	PSG RLF LN	M	\$0	\$1,886,000	\$0	\$1,886,000
<i>Rehab & Reconst.</i>										
60296	A	US-2	Federal Forest Highway 13 to M-183	7.978	MILL & RESURF	NH	\$0	\$326,700	\$1,473,300	\$1,800,000
DICKINSON										
2006										
<i>Passing Relief Lanes</i>										
80143	A	M-95	1.1 miles north of US-2, northerly 2.3 miles	2.3	Passing Relief Lane	M	\$0	\$2,332,500	\$0	\$2,332,500

JOB_NO	PHASE	ROUTE	LOCATION	LENGTH	WORK TYPE	FUND	LOCAL	STATE	FEDERAL	TOTAL
EMMET										
2006										
<i>Bridge - Replacement and Rehabilitation</i>										
56864	A	I-75	over Central Street	0.001	Deep Overlay	IM	\$0	\$122,760	\$1,104,840	\$1,227,600
2007										
<i>Wetland Pre-Mitigation</i>										
72667	A	US-31	Bear Creek twp, Emmet county	0	Wetland Mitigation	NHS	\$0	\$72,600	\$327,400	\$400,000
2008										
<i>Passing Relief Lanes</i>										
75455	A	US-31	Shaw road to Graham Road	1.5	HMA MILL & RSF, CONST PRL	NH	\$0	\$435,600	\$1,964,400	\$2,400,000
GLADWIN										
2007										
<i>Bridge - Replacement and Rehabilitation</i>										
77920	A	M-18	over North Branch Cedar River	0.783	Substructure Repair	BHT	\$0	\$46,161	\$184,642	\$230,803
GOGEBIC										
2006										
<i>Bridge - Replacement and Rehabilitation</i>										
72905	A	US-2	over Black river	0	Deck Repl, Z-Pt, Substr Rpr	BHN	\$0	\$236,478	\$945,912	\$1,182,390
73590	A	US-2	2 bridges in Wakefield	0	Deck Repl, Paint	M	\$0	\$680,920	\$0	\$680,920
2007										
<i>Bridge - Replacement and Rehabilitation</i>										
45336	A	US-2 BR	over the Montreal River at Ironwood and Hurle	0	Deep Overlay	M	\$116,972	\$116,970	\$0	\$233,942

JOB_NO	PHASE	ROUTE	LOCATION	LENGTH	WORK TYPE	FUND	LOCAL	STATE	FEDERAL	TOTAL
GRAND TRAVERSE										
2006										
<i>Rehab & Reconst.</i>										
50736	A	US-31	Acme northerly to the Antrim County line	7.14	C&S,RES,SF	B106	\$0	\$2,763,020	\$0	\$2,763,020
2008										
<i>Passing Relief Lanes</i>										
76239	A	M-113	from Kingsley west 1.4 miles	1.381	PASSING RELIEF LANE	ST	\$0	\$283,503	\$1,278,497	\$1,562,000
GRATIOT										
2006										
<i>Bridge - Replacement and Rehabilitation</i>										
79610	A	M-57	2 bridges on M-57, Gratiot County	0	Deep Overlay	BHT	\$0	\$83,640	\$334,559	\$418,199
80124	A	M-46	over west branch of Pine River	0	Bridge Repl	BRN	\$0	\$82,099	\$328,394	\$410,493
<i>Rehab & Reconst.</i>										
80737	A	US-127BR (Cent US-127br (center street)		0.644	HMA coldmill and resurface	ST	\$0	\$29,240	\$131,860	\$161,100
<i>Wetland Pre-Mitigation</i>										
72897	A	US-127	sw quadrant of US-127 and M-57	0	Wetland Mitigation	NH	\$0	\$72,600	\$327,400	\$400,000
HILLSDALE										
2006										
<i>Rehab & Reconst.</i>										
60299	A	US-12	Moscow Road to Lenawee County line	7.8	MILL & RESURFACE	B106	\$0	\$5,722,000	\$0	\$5,722,000
75210	A	M-99	Hillsdale south city limits to Bacon Street	0.89	Mill and Resurface, Recon.	ST	\$441,522	\$498,849	\$2,249,629	\$3,190,000
2007										
<i>Rehab & Reconst.</i>										
80682	A	M-99	Bacon Street to railroad crossing	0.693	RECONSTRUCT	ST	\$494,773	\$652,305	\$2,941,663	\$4,088,741

JOB_NO	PHASE	ROUTE	LOCATION	LENGTH	WORK TYPE	FUND	LOCAL	STATE	FEDERAL	TOTAL
2008										
Bridge - Replacement and Rehabilitation										
74742	A	M-49	over St Joseph River	0	Deep Ovly	ST	\$0	\$69,613	\$313,928	\$383,541
Rehab & Reconst.										
79893	A	M-49	US-12 to M-99	6.005	MILL & RESURFACE / RECONSTRUC	ST	\$0	\$816,749	\$3,683,251	\$4,500,000
HOUGHTON										
2006										
Carpool Parking Lot Program										
84254	A	US-41	at Sixth Street, Chassell Township	0	HMA surfacing and grading lot	M	\$0	\$29,400	\$0	\$29,400
Michigan Institutional Roads										
79905	A	Cemetery Road	from Macinnes Drive to Woodmar Drive, mtu	0.7	HMA surfacing	MIR	\$0	\$240,260	\$0	\$240,260
Non-Freeway Resurfacing										
80197	A	M-38	Baraga cty line to Ontonagon cty line	12.298	HMA Overlay	M	\$0	\$1,229,800	\$0	\$1,229,800
Passing Relief Lanes										
78602	A	M-26	Tri-mountain to South Range	0.882	PASSING RELIEF LANES	M	\$0	\$1,206,000	\$0	\$1,206,000
Rehab & Reconst.										
53244	A	M-26	Kearsarce Street to Stanton Avenue	2.86	Crush and Resurface	B106	\$0	\$2,029,000	\$0	\$2,029,000
79903	A	M-203	Lake Shore road to 11th Street	5.783	Curve Relocation and Culvert	NH	\$0	\$114,345	\$515,655	\$630,000
2007										
Carpool Parking Lot Program										
84255	A	US-41	at Lake Linden Avenue Houghton County	0	Grading and HMA surfacing	M	\$0	\$24,400	\$0	\$24,400
2008										
Passing Relief Lanes										
80163	A	M-26	Dollar Bay to Mason	1	PSG RELIEF LNS	M	\$0	\$1,570,000	\$0	\$1,570,000
Rehab & Reconst.										
75464	A	M-26	Dollar Bay to Laurium	7.957	ML&RESURF	NH	\$0	\$626,175	\$2,823,825	\$3,450,000

JOB_NO	PHASE	ROUTE	LOCATION	LENGTH	WORK TYPE	FUND	LOCAL	STATE	FEDERAL	TOTAL
HURON										
2006										
<i>Non-Freeway Resurfacing</i>										
72107	A	M-53	Kinde Road to M-25 in Port Austin	8.56	Resurfacing - One Course	M	\$0	\$851,000	\$0	\$851,000
2007										
<i>Bridge - Replacement and Rehabilitation</i>										
60494	A	M-25	M-25 over Pigeon River and Sebewaing River	0	Bridge Repl & Deck Repl	BHN	\$0	\$409,980	\$1,639,921	\$2,049,901
81073	A	M-25	over Mud Creek	0	Bridge Replacement	BHT	\$0	\$92,255	\$369,019	\$461,274
<i>Non-Freeway Resurfacing</i>										
60407	A	M-25	M-142 to the south village limits of Caseville	9.68	Resurfacing - One Course	M	\$0	\$963,000	\$0	\$963,000
IONIA										
2007										
<i>Rehab & Reconst.</i>										
75079	A	M-21	Hillcrest Drive east to Muir west village limits	3.494	MILL, JNT RPRS, HMA RSRF	ST	\$0	\$259,181	\$1,168,819	\$1,428,000
2008										
<i>Rehab & Reconst.</i>										
60416	A	M-21	M-66 (dexter street) east to Lovell Street	1.338	MILL+JNTS+RSRF	ST	\$0	\$300,201	\$1,353,799	\$1,654,000
IOSCO										
2007										
<i>Bridge - Replacement and Rehabilitation</i>										
60135	A	US-23	over private railroad (abandoned)	0.001	Superstr Repl	BHN	\$0	\$129,375	\$517,503	\$646,878
IRON										
2007										
<i>Non-Freeway Resurfacing</i>										
80213	A	US-141	Basilio Road northerly to the Baraga County lin	8.87	HMA Overlay	M	\$0	\$887,000	\$0	\$887,000

JOB_NO	PHASE	ROUTE	LOCATION	LENGTH	WORK TYPE	FUND	LOCAL	STATE	FEDERAL	TOTAL
<i>Rehab & Reconst.</i>										
60281	A	M-69	Paint River Bridge in Crystal Falls to M-95	12.08	MILL & RESURF	ST	\$0	\$602,918	\$2,718,946	\$3,321,864
ISABELLA										
2006										
<i>Bridge - Replacement and Rehabilitation</i>										
74047	A	US-10	6 bridges along US- 10 and US-127	0	2 Bridge Repls, 4 Ovlys	BHN	\$0	\$1,171,397	\$4,685,590	\$5,856,987
KALKASKA										
2007										
<i>Rehab & Reconst.</i>										
60346	A	US-131	Kalkaska to village of Antrim	11.273	CRACK RELIEF; DRAINAGE; SAFETY	NH	\$0	\$1,345,126	\$6,066,035	\$7,411,161
KEWEENAW										
2006										
<i>Bridge - Replacement and Rehabilitation</i>										
78730	A	M-26	over Eagle River	0	HMA Overlay	BHT	\$0	\$51,281	\$205,121	\$256,402
<i>Non-Freeway Resurfacing</i>										
80196	A	US-41	Laclabelle Road to M-26	10.09	HMA Overlay	M	\$0	\$1,009,000	\$0	\$1,009,000
LAKE										
2007										
<i>Non-Freeway Resurfacing</i>										
79565	A	M-37	US-10 (north junction) to 7 mile road	10.478	Cold Mill & Resurface	M	\$0	\$1,072,000	\$0	\$1,072,000
LAPEER										
2006										
<i>Carpool Parking Lot Program</i>										
79844	A	M-24	two miles north of I-69	0.1	Paving of gravel lot with HMA	M	\$0	\$50,000	\$0	\$50,000

JOB_NO	PHASE	ROUTE	LOCATION	LENGTH	WORK TYPE	FUND	LOCAL	STATE	FEDERAL	TOTAL
2007										
<i>Carpool Parking Lot Program</i>										
84128	A	M-90	at M-53	0	HMA Overlay on existing lot	M	\$0	\$30,000	\$0	\$30,000
LEELANAU										
2006										
<i>Carpool Parking Lot</i>										
83385	A	M-72	west of County Road 667	0	Pave Carpool Parking Lot	M	\$0	\$29,792	\$0	\$29,792
<i>Non-Freeway Resurfacing</i>										
79045	A	M-22	from Empire to County Road 616	3.81	HMA Overlay	M	\$0	\$611,000	\$0	\$611,000
79055	A	M-204	from Goodharbor Bay to Suttons Bay	7.81	Mill and Resurface	M	\$0	\$709,955	\$0	\$709,955
2007										
<i>Bridge - Replacement and Rehabilitation</i>										
50359	A	M-22	over Cedar Creek	0	Bridge Rpl	BRT	\$0	\$218,372	\$873,487	\$1,091,859
<i>Non-Freeway Resurfacing</i>										
79061	A	M-22	County Road 675 to M-204	15.53	HMA Resurfacing	M	\$0	\$1,553,000	\$0	\$1,553,000
<i>Passing Relief Lanes</i>										
81722	A	M-72	from Cedar Run road to Goodrick Road	1.51	East bound passing relief lane	M	\$0	\$1,450,000	\$0	\$1,450,000
<i>Rehab & Reconst.</i>										
60285	A	M-22	from M-72 north to Cedar Creek	1.6	MILL AND OVERLAY	ST	\$0	\$176,389	\$795,450	\$971,839
2008										
<i>Bridge - Replacement and Rehabilitation</i>										
79023	A	M-22	over Glen Lake Narrows	0	Bridge Replacement	BHT	\$0	\$333,021	\$1,332,081	\$1,665,102
LENAWEE										
2006										
<i>Bridge - Replacement and Rehabilitation</i>										
60123	A	US-223	over MDOT railroad and M-34, Adrian	0	Bridge Replacement	BRN	\$0	\$882,686	\$3,530,746	\$4,413,432

JOB_NO	PHASE	ROUTE	LOCATION	LENGTH	WORK TYPE	FUND	LOCAL	STATE	FEDERAL	TOTAL
73765	A	M-52	over Black Creek	0	Deck Replacement	M	\$0	\$287,462	\$0	\$287,462
Carpool Parking Lot Program										
79807	A	US-12	at US-127	0	Pave existing carpool lot	M	\$0	\$67,800	\$0	\$67,800
Rehab & Reconst.										
56981	A	M-34	M-156 to Beecher road	5.974	CIPR & RESURFACE	BI06	\$0	\$4,643,000	\$0	\$4,643,000
57104	A	M-52	Ohio state line to Pine street	5.068	RUBBLIZE & RESURF	BI06	\$0	\$4,727,000	\$0	\$4,727,000
75211	A	US-12	US-127 to M-50	7.43	MILL & RESF	BI06	\$0	\$5,489,000	\$0	\$5,489,000
2008										
Passing Relief Lanes										
49949	A	US-223	w of Rodesiler rd to Lenawee east co ln	1.561	ADD PASSING RELIEF LANES	IM	\$0	\$441,944	\$1,767,776	\$2,209,720
Rehab & Reconst.										
60348	A	M-50	Nortley to M-52	4.851	MILL & RESF	ST	\$0	\$653,400	\$2,946,600	\$3,600,000
LUCE										
2007										
Non-Freeway Resurfacing										
80195	A	M-123	Skyline Truck Trail north to Chippewa County	13.33	HMA Overlay	M	\$0	\$1,333,000	\$0	\$1,333,000
Rehab & Reconst.										
75286	A	M-28	M-117 to M-123 at Newberry	3.305	MILL&RESF	NH	\$0	\$272,940	\$1,230,860	\$1,503,800
2008										
Bridge - Replacement and Rehabilitation										
83343	A	M-123	over Murphy Creek, 9.8 miles north of Newberr0		Culvert Replacement	M	\$0	\$534,874	\$0	\$534,874
Rehab & Reconst.										
75466	A	M-28	M-123 to Borgstrom Road	6.997	ML&RESRF	NH	\$0	\$365,178	\$1,646,822	\$2,012,000

JOB_NO	PHASE	ROUTE	LOCATION	LENGTH	WORK TYPE	FUND	LOCAL	STATE	FEDERAL	TOTAL
MACKINAC										
2006										
<i>Rehab & Reconst.</i>										
50746	A	I-75	M-134 to south of the Chippewa County line	9.04	BIT OVLY	B106	\$0	\$4,880,000	\$0	\$4,880,000
2007										
<i>Bridge - Replacement and Rehabilitation</i>										
74483	A	I-75	nb and sb under M-134	0.12	Deep Overlay	M	\$0	\$550,804	\$0	\$550,804
<i>Non-Freeway Resurfacing</i>										
80194	A	M-134 (N Huron	from 3 Mile Road to Hilltop road	3.509	HMA Overlay	M	\$0	\$352,000	\$0	\$352,000
2008										
<i>Bridge - Replacement and Rehabilitation</i>										
79116	A	US-2	over Cut River, 4.3 miles northwest of Brevort	0	Deck Replacement	NH	\$0	\$300,769	\$1,356,358	\$1,657,127
MANISTEE										
2006										
<i>Bridge - Replacement and Rehabilitation</i>										
58887	A	M-115	over CSX railroad (abandoned)	0.31	Remove bridge	ST	\$0	\$84,810	\$382,462	\$467,272
<i>Non-Freeway Resurfacing</i>										
79555	A	M-115	north Manistee County line to east Manistee Co	9.776	Cold Mill & Resurface	M	\$0	\$963,000	\$0	\$963,000
2007										
<i>Rehab & Reconst.</i>										
60068	A	US-31	between Manistee and Bear Lake	5.227	PRL; MILLING; GRADE LIFT	NH	\$0	\$825,643	\$3,723,357	\$4,549,000
MARQUETTE										
2006										
<i>Bridge - Replacement and Rehabilitation</i>										
74571	A	US-41	under Altamont Street	0	Deep Overlay	M	\$0	\$584,200	\$0	\$584,200

JOB_NO	PHASE	ROUTE	LOCATION	LENGTH	WORK TYPE	FUND	LOCAL	STATE	FEDERAL	TOTAL
Rehab & Reconst.										
82490	A	US-41	Negaunee to Marquette	6.928	HMA RESURFACING & DRAINAGE I	M	\$0	\$4,789,095	\$0	\$4,789,095
2007										
Rehab & Reconst.										
60089	A	US-41 / M-28	Aspen Ridge Road to west of M-95	10.5	MILL & RESURF	NH	\$0	\$817,294	\$3,685,706	\$4,503,000
60515	A	US-41 BR	US-41 business route in Marquette	1.41	STORM SEWER	STS	\$0	\$408,375	\$1,841,625	\$2,250,000
2008										
Passing Relief Lanes										
80161	A	US-41	Peshekee Grade	2	PSG RELIEF LNS	M	\$0	\$1,570,000	\$0	\$1,570,000
Rehab & Reconst.										
75463	A	US-41 / US-28	Humboldt to the Peshekee River Bridge	3.239	HMA RECONSTRUCT	NH	\$0	\$508,563	\$2,293,437	\$2,802,000
MASON										
2007										
Carpool Parking Lot Program										
83369	A	US-10/US-31	US-10 at Brye road.	0	Construct new CarPool lot	M	\$0	\$63,092	\$0	\$63,092
MECOSTA										
2007										
Bridge - Replacement and Rehabilitation										
79078	A	US-131	nb and sb over 3 Mile Road	0	Superstr Repl	NH	\$0	\$169,234	\$763,182	\$932,416
Non-Freeway Resurfacing										
38182	A	US131OLD	Mecosta South County Line north to 14 Mile R	14.669	COLD MILL+HMA RESURF	M	\$0	\$1,466,000	\$0	\$1,466,000
Rehab & Reconst.										
45832	A	M-20	south of 13 Mile Road east to 80th Avenue	5.88	CRUSH&SHAPE; HMA RSRF; SAFETY	ST	\$0	\$659,208	\$2,972,792	\$3,632,000
2008										
Rehab & Reconst.										
60387	A	M-20	Newcosta Road east to 200th Avenue	3.755	CRUSH AND SHAPE	ST	\$0	\$225,423	\$1,016,577	\$1,242,000

JOB_NO	PHASE	ROUTE	LOCATION	LENGTH	WORK TYPE	FUND	LOCAL	STATE	FEDERAL	TOTAL
MENOMINEE										
2007										
<i>Rehab & Reconst.</i>										
80017	A	US-41	C&NW Railroad Bridge northerly to 20th Ave	1.071	Reconstruction	NH	\$0	\$567,413	\$2,558,827	\$3,126,240
2008										
<i>Passing Relief Lanes</i>										
80179	A	US-41	Linsmier Road to County Road 338	2.492	PASSING LANE	M	\$0	\$2,160,000	\$0	\$2,160,000
<i>Rehab & Reconst.</i>										
75467	A	M-69	south Gabor Road to the Delta County Line	9.673	CRSH&RESRF	NH	\$0	\$472,444	\$2,130,556	\$2,603,000
MIDLAND										
2006										
<i>Rehab & Reconst.</i>										
56966	A	US-10 BR	Washington Street to US-10, city of Midland	2.5	BITUMINOUS RESURFACING	NH	\$36,300	\$408,738	\$2,006,962	\$2,452,000
2008										
<i>Bridge - Replacement and Rehabilitation</i>										
83737	A	US-10 EB	over Sanford Lake	0	Superstructure Replacement	BHN	\$0	\$576,605	\$2,306,420	\$2,883,025
<i>Rehab & Reconst.</i>										
60433	A	US-10 EB	M-30 to Midland east county line	12.43	RUBB&RESF	NH	\$23,000	\$2,101,094	\$9,578,906	\$11,703,000
MISSAUKEE										
2008										
<i>Rehab & Reconst.</i>										
74938	A	M-55	M-66 to 8 Mile Road	8.125	CRUSH & SHAPE, RESURFACE	ST	\$0	\$603,850	\$2,723,150	\$3,327,000
74942	A	M-66	M-55 to M-42	2.08	CRUSH & SHAPE, RESURFACE	ST	\$0	\$239,579	\$1,080,421	\$1,320,000

JOB_NO	PHASE	ROUTE	LOCATION	LENGTH	WORK TYPE	FUND	LOCAL	STATE	FEDERAL	TOTAL
MONTCALM										
2006										
<i>Non-Freeway Resurfacing</i>										
79704	A	M-66	Clark Street north to the south M-46 junction	7.357	COLD MILLING & HMA RESURFACE	M	\$0	\$725,000	\$0	\$725,000
2007										
<i>Carpool Parking Lot Program</i>										
59568	A	US-131 SB	at 22 Mile Road	0	HMA Overlay Lot and Approach	M	\$0	\$43,000	\$0	\$43,000
2008										
<i>Rehab & Reconst.</i>										
59562	A	M-91	Wise Road north to Peck Road	0.33	COLDMILL, ASCRL & HMA OVERLA	M	\$0	\$332,000	\$0	\$332,000
MONTMORENCY										
2006										
<i>Rehab & Reconst.</i>										
74925	A	M-33	M-32 in Atlanta north to Presque Isle County li	14.292	CRUSH & SHAPE, HMA PAVING, ETC	BI06	\$0	\$2,420,000	\$0	\$2,420,000
NEWAYGO										
2006										
<i>Jurisdictional Transfer</i>										
60564	A	M-20	Cottonwood Road to east of Beech Road	1.829	Crush and shape, HMA resurface	M	\$0	\$1,660,000	\$0	\$1,660,000
60572	A	M-20	Swain Street to Catalpa Road	0.598	Reconstruction	NH	\$0	\$878,459	\$3,961,541	\$4,840,000
<i>Rehab & Reconst.</i>										
79505	A	M-82	Industrial drive east to Market Avenue	0.425	RECONSTRUCT, ADDITION OF CLLT.	ST	\$0	\$300,926	\$1,357,074	\$1,658,000
79781	A	M-37	at M-82	0.326	ADD CENTER LEFT TURN LANE	ST	\$0	\$130,680	\$589,320	\$720,000
<i>Wetland Pre-Mitigation</i>										
81081	A	Wilcox TWP	Wilcox Township, Newwago County	0.01	Create 20 acre wetland bank	M	\$0	\$430,000	\$0	\$430,000

JOB_NO	PHASE	ROUTE	LOCATION	LENGTH	WORK TYPE	FUND	LOCAL	STATE	FEDERAL	TOTAL
2007										
<i>Carpool Parking Lot Program</i>										
78621	A	M-37	at intersection of 40th Street	0	Coldmill and HMA resurfacing	M	\$0	\$15,709	\$0	\$15,709
<i>Jurisdictional Transfer</i>										
60571	A	M-20	Catalpa Road east to Cottonwood Road	7.426	Mill, Resurf, Widen Shoulders	M	\$0	\$9,287,000	\$0	\$9,287,000
2008										
<i>Bridge - Replacement and Rehabilitation</i>										
75092	A	M-37	over Penoyer Creek	0	Superstr Repl	ST	\$0	\$395,198	\$1,782,204	\$2,177,402
OCEANA										
2006										
<i>Rehab & Reconst.</i>										
83675	A	US-31 OLD	Monroe Road north to US-31	4.506	JURISDICTIONAL TRANSFER	M	\$0	\$517,000	\$0	\$517,000
2007										
<i>Rehab & Reconst.</i>										
60432	A	US-31	Shelby Road north to Polk Road	5.033	BITUMINOUS OVERLAY	NH	\$0	\$344,850	\$1,555,150	\$1,900,000
2008										
<i>Bridge - Replacement and Rehabilitation</i>										
60521	A	US-31 (Old)	over Pentwater River	0	Deep Overlay	ST	\$0	\$131,224	\$591,776	\$723,000
<i>Rehab & Reconst.</i>										
75076	A	US-31	M-20 north to Shelby Road	3.841	RECONSTRUCTION	NH	\$0	\$1,942,412	\$8,759,588	\$10,702,000
OGEMAW										
2007										
<i>Non-Freeway Resurfacing</i>										
79088	A	M-30	from the Gladwin County line to m-55	8.179	HMA Overlay	M	\$0	\$638,000	\$0	\$638,000
79090	A	M-55	Henderson Lake Road to Sage Lake Road	4.729	HMA Overlay	M	\$0	\$350,000	\$0	\$350,000

JOB_NO	PHASE	ROUTE	LOCATION	LENGTH	WORK TYPE	FUND	LOCAL	STATE	FEDERAL	TOTAL
ONTONAGON										
2006										
<i>Non-Freeway Resurfacing</i>										
80168	A	M-38	from M-26 westerly to the Houghton County li	5.92	HMA Overlay	M	\$0	\$650,000	\$0	\$650,000
80211	A	M-107	south Boundary Road to Lake of the Clouds	6.884	HMA Overlay	M	\$0	\$688,000	\$0	\$688,000
<i>Rehab & Reconst.</i>										
80207	A	M-107	Silver City to Boundary Road	2.692	HMA CRUSH&SHAPE	NH	\$0	\$137,214	\$618,786	\$756,000
2007										
<i>Bridge - Replacement and Rehabilitation</i>										
74680	A	M-64	over the Cranberry River, Ontonagon County	0	Deep Overlay	M	\$0	\$406,856	\$0	\$406,856
81033	A	M-64	over Halfway Creek, Ontonagon County	0	Shallow Overlay	BHT	\$0	\$100,234	\$400,937	\$501,171
<i>Non-Freeway Resurfacing</i>										
80214	A	M-26	US-45 northerly to the Houghton County lin	15.525	HMA Overlay	M	\$0	\$1,553,000	\$0	\$1,553,000
<i>Rehab & Reconst.</i>										
52868	A	US-45	M-28 to the Baltimore River	7.2	CRUSH & SHAPE	ST	\$0	\$401,197	\$1,809,253	\$2,210,450
2008										
<i>Rehab & Reconst.</i>										
75462	A	US-45	Gogebic County line to M-28 near Bruce Crossi	14.232	Crush, Shape and Resurface	NH	\$0	\$624,904	\$2,818,096	\$3,443,000
OSCEOLA										
2006										
<i>Carpool Parking Lot Program</i>										
79779	A	US-131 SB	at US-10, Ashton Road, Luther Road, & Mario	0.4	Pave Carpool Lots	M	\$0	\$85,000	\$0	\$85,000
<i>Rehab & Reconst.</i>										
56736	A	US-131 SB	south of Luther Road to White Pine Trail	12.148	JT REPAIR, BIT RESURFACE	BI06	\$0	\$4,240,000	\$0	\$4,240,000
56741	A	US-10	200th Avenue to west of 175th Avenue	2.32	C&S, BIT RESURF, REGRADE	BI06	\$0	\$2,037,000	\$0	\$2,037,000

JOB_NO	PHASE	ROUTE	LOCATION	LENGTH	WORK TYPE	FUND	LOCAL	STATE	FEDERAL	TOTAL
2007										
<i>Rehab & Reconst.</i>										
59970	A	US-131 NB	north of Luther Road to M-115	15.386	MILL/OVERLAY; PARTIAL CRUSH	NH	\$0	\$872,833	\$3,936,167	\$4,809,000
2008										
<i>Rehab & Reconst.</i>										
74912	A	M-115	50th Avenue to 19 Mile road	3.14	PAV'T REM, CONSTRUCT HMA PAV'T	NH	\$0	\$396,940	\$1,790,060	\$2,187,000
OSCODA										
2006										
<i>Passing Relief Lanes</i>										
80434	A	M-33	Curtisville Road to Zimowski Road	1.307	PASSING LANES CONSTRUCTION	ST	\$0	\$170,610	\$769,390	\$940,000
2007										
<i>Wetland Pre-Mitigation</i>										
76612	A	M-33	Clinton TWP t28n, r3e, sec. 22	0.001	Wetland Construction	M	\$0	\$500,000	\$0	\$500,000
OTSEGO										
2008										
<i>Rehab & Reconst.</i>										
75004	A	I-75	ramps at old 27	0	CRUSH & SHAPE, HMA RESURF	I	\$0	\$128,287	\$1,154,589	\$1,282,876
OTTAWA										
2006										
<i>Wetland Pre-Mitigation</i>										
81132	A	Areawide	Jamestown Township, Kalamazoo River Water	0.001	Create a 40 acre wetland bank	M	\$0	\$440,000	\$0	\$440,000
PRESQUE ISLE										
2006										
<i>Non-Freeway Resurfacing</i>										
79654	A	US-23	Alpena County line to County Road 638	11.35	HMA OVERLAY	M	\$0	\$690,000	\$0	\$690,000

JOB_NO	PHASE	ROUTE	LOCATION	LENGTH	WORK TYPE	FUND	LOCAL	STATE	FEDERAL	TOTAL
2007										
<i>Non-Freeway Resurfacing</i>										
79649	A	M-68	Curtis Road to US-23	7.09	HMA OVERLAY	M	\$0	\$430,000	\$0	\$430,000
ROSCOMMON										
2006										
<i>Non-Freeway Resurfacing</i>										
79091	A	M- 55 OLD	from M-55 to I-75	12.003	Widen shoulders, HMA Overlay	M	\$0	\$1,000,000	\$0	\$1,000,000
SANILAC										
2006										
<i>Bridge - Replacement and Rehabilitation</i>										
79592	A	M-53	over White Creek	0	Bridge Replacement	BRN	\$0	\$115,337	\$461,349	\$576,686
80667	A	M-90	over West Branch Bills Creek	0	Bridge Replacement	BRT	\$0	\$71,393	\$285,571	\$356,964
2007										
<i>Bridge - Replacement and Rehabilitation</i>										
83570	A	M-46	M-46 over Cass River, M-19 over Cass River	0	Bridge Replacement	BHT	\$0	\$375,723	\$1,502,892	\$1,878,615
2008										
<i>Rehab & Reconst.</i>										
45168	A	M-25	Deckerville Road to Huron county line	11.135	HMA Overlay with Joints	ST	\$0	\$934,136	\$4,212,618	\$5,146,754
SCHOOLCRAFT										
2006										
<i>Non-Freeway Resurfacing</i>										
80220	A	M-77	US-2 northerly to Germfask	10.64	HMA Overlay	M	\$0	\$1,064,000	\$0	\$1,064,000
2008										
<i>Rehab & Reconst.</i>										
75468	A	M-94	Riverview Road in Manistique to Dodge Lake	9.152	C&S&RESF	NH	\$0	\$433,240	\$1,953,760	\$2,387,000

JOB_NO	PHASE	ROUTE	LOCATION	LENGTH	WORK TYPE	FUND	LOCAL	STATE	FEDERAL	TOTAL
SHIAWASSEE										
2006										
<i>Carpool Parking Lot Program</i>										
81231	A	I-69	and M-71 south east quadrant	0	Construct new carpool lot	M	\$0	\$110,000	\$0	\$110,000
<i>Rehab & Reconst.</i>										
57078	A	I-69	Shiawassee River to East County Line	8.321	MILL & RESURFACE	IM	\$0	\$1,375,000	\$12,375,000	\$13,750,000
80734	A	I-69 OLD	from M-52 to 1.1 miles east of M-52	1.1	joint repairs & HMA overlay	ST	\$0	\$83,944	\$378,556	\$462,500
2007										
<i>Rehab & Reconst.</i>										
75254	A	I-69	Peacock Road to Shaftsbury Road	4.422	CONC INLAY	IM	\$0	\$825,000	\$7,425,000	\$8,250,000
2008										
<i>Rehab & Reconst.</i>										
75200	A	M-52	Ardelean to north county line	6.919	RESURFACE	ST	\$0	\$1,468,698	\$6,623,302	\$8,092,000
ST. JOSEPH										
2006										
<i>Carpool Parking Lot Program</i>										
80253	A	US-131 SB	at M-216 intersection	0.1	Expansion of existing lot	M	\$0	\$20,000	\$0	\$20,000
<i>Non-Freeway Resurfacing</i>										
79809	A	M-86	east village limits of Colon east to Branch Cou	0.941	HMA Overlay	M	\$0	\$99,600	\$0	\$99,600
<i>Rehab & Reconst.</i>										
50768	A	US-12	Centerville Road to east city limits of Sturgis	1.64	Reconstruction	BI06	\$0	\$2,900,000	\$0	\$2,900,000
2008										
<i>Bridge - Replacement and Rehabilitation</i>										
60491	A	M-86	over St Joseph River tailrace	0	Culvert superstructure repl	M	\$0	\$186,113	\$0	\$186,113
73771	A	M-86	over Swan Creek, Colon	0	Bridge Replacement	BRT	\$0	\$336,630	\$1,346,517	\$1,683,147

JOB_NO	PHASE	ROUTE	LOCATION	LENGTH	WORK TYPE	FUND	LOCAL	STATE	FEDERAL	TOTAL
TUSCOLA										
2006										
<i>Wetland Pre-Mitigation</i>										
72909	A	M-24	Tuscola County	0.992	Wetland Mitigation and Bank	NH	\$0	\$72,600	\$327,400	\$400,000
2007										
<i>Bridge - Replacement and Rehabilitation</i>										
80286	A	M-25	over Wiscoggin Creek	0	Deck Repl, Paint, Scour	BHT	\$0	\$87,061	\$348,241	\$435,302
<i>Non-Freeway Resurfacing</i>										
72108	A	M-138	west Tuscola county line to Vassar road	5.85	Resurfacing - One Course	M	\$0	\$580,000	\$0	\$580,000
<i>Rehab & Reconst.</i>										
82606	A	M-15	M-46 to the north Saginaw County line	1.518	HMA Overlay with Curb & Gutter	ST	\$0	\$177,585	\$800,847	\$978,432
2008										
<i>Rehab & Reconst.</i>										
74275	A	M-46	M-24 to Clothier Road	11.96	Two Course HMA Overlay w/ Joint	NH	\$0	\$689,700	\$3,110,300	\$3,800,000
VAN BUREN										
2006										
<i>Bridge - Replacement and Rehabilitation</i>										
60493	A	I-94	eb and wb over Paw Paw River	0.1	Shallow Ovly, Substr Rpr	BHI	\$0	\$134,245	\$536,981	\$671,226
75969	A	I-94	6 bridges, Van Buren County	0.002	Overlays & CPM	M	\$0	\$1,115,175	\$0	\$1,115,175
<i>Carpool Parking Lot Program</i>										
80245	A	I-94 EB	at southeast corner of M-40 interchange	0.1	Resurface Park and Ride Lot	M	\$0	\$34,500	\$0	\$34,500
<i>Rehab & Reconst.</i>										
32382	A	M-40	Van Buren Street to Mill Lake Road	0.498	Resurface	DST	\$0	\$158,812	\$716,188	\$875,000
53350	A	I-94	M-51(exit 56) to Village of Mattawan (exit 66)	9.499	Reconstruct	BI06	\$0	\$18,400,000	\$0	\$18,400,000

JOB_NO	PHASE	ROUTE	LOCATION	LENGTH	WORK TYPE	FUND	LOCAL	STATE	FEDERAL	TOTAL
2007										
<i>Bridge - Replacement and Rehabilitation</i>										
60475	A	I-196 BL	Phoenix Road over I-196	0	Deck Replacement	BHI	\$0	\$637,110	\$2,548,444	\$3,185,554
79086	A	I-196	over Deerlick Creek	0	Culvert Replacement	M	\$0	\$1,033,659	\$0	\$1,033,659
84245	A	I-196	over CR railroad (abandoned) and Black River	0	Concrete Shallow Overlay	IM	\$0	\$59,837	\$538,531	\$598,368
<i>Rehab & Reconst.</i>										
60471	A	I-196	south of M-140 to south of 109th avenue	8.9	Major Rehabilitation	IM	\$0	\$2,940,000	\$26,460,000	\$29,400,000
WEXFORD										
2006										
<i>Non-Freeway Resurfacing</i>										
79558	A	M-37	north of 30 road to M-115	7.598	Cold Mill & Resurface	M	\$0	\$716,000	\$0	\$716,000
<i>Rehab & Reconst.</i>										
53355	A	M-115	Sunnyside Drive to 39 Road	0.852	REMOVE & REPLACE PAVT	BI06	\$0	\$1,313,000	\$0	\$1,313,000
2007										
<i>Non-Freeway Resurfacing</i>										
79561	A	M-37	M-55 to 30 Road	11.831	Cold Mill & Resurface	M	\$0	\$1,014,000	\$0	\$1,014,000
2008										
<i>Rehab & Reconst.</i>										
74941	A	M-115	Mackinaw Trail to 46 Road	1.009	JOINT REPAIRS, MILL, RESURFACE	NH	\$0	\$149,556	\$674,444	\$824,000

JOB_NO	PHASE	ROUTE	LOCATION	LENGTH	WORK TYPE	FUND	LOCAL	STATE	FEDERAL	TOTAL
Statewide										
2006										
Bridges										
GPA	Statewide	Regionwide			Cap. Prev. Main. (Bridge - Trunkline)	ST	\$0	\$801,239	\$3,265,749	\$4,066,988
Carpool Parking Lot Program										
79890	A	Various	CarPool Lots at 4 locations		HMA Overlay, Signs & Posts	M	\$0	\$19,500	\$0	\$19,500
Enhancement										
GPA	Statewide	Regionwide			Enhancements (Trunkline)	STE	\$0	\$2,158,282	\$8,633,128	\$10,791,410
GPA	Statewide	Regionwide			Local Enhancements	STE	\$0	\$2,986,466	\$4,533,043	\$7,519,509
Local (Local is Responsible Agency (RA))										
	Statewide	RA=Cities/Counties			Small Urban Areas	ST	\$2,716,462	\$49,750	\$5,911,080	\$8,677,292
	Statewide	RA=Rural Task Forces			Rural Task Force	ST/M	\$7,816,807	\$9,232,772	\$18,250,007	\$35,299,586
GPA	Statewide	RA=Cities/Counties			Local Rail Xings	ST	\$0	\$538,379	\$1,809,474	\$2,347,853
GPA	Statewide	RA=Cities/Counties			Local Bridge	BRRP	\$0	\$5,957,884	\$21,709,936	\$27,667,820
GPA	Statewide	RA=Cities/Counties			Local Safety	ST	\$0	\$1,682,368	\$3,920,027	\$5,602,395
Repair and Rebuild										
GPA	Statewide	Regionwide			Highway Safety (Trunkline)	ST	\$0	\$647,478	\$30,923,870	\$31,571,348
GPA	Statewide	Regionwide			Preliminary Engineering and ROW	ST	\$0	\$12,462,446	\$4,786,182	\$17,248,628
GPA	Statewide	Regionwide			Rail Xings - (Trunkline)	ST	\$0	\$0	\$2,711,000	\$2,711,000
GPA	Statewide	Regionwide			Cap. Prev. Main. (Road - Trunkline)	ST	\$0	\$10,947,734	\$43,790,936	\$54,738,670
Roadside & Weigh Stations										
	Statewide	Regionwide			Statewide Capital Needs	ST	\$0	\$10,000	\$40,000	\$50,000
	Statewide	Regionwide			Advanced Technology	ST	\$0	\$10,000	\$40,000	\$50,000
Studies & Assorted Work										
	Statewide	Regionwide			Local Tech Assistance Prog	ST	\$32,000	\$132,000	\$800,000	\$964,000
	Statewide	Regionwide			Non-Discretionary M Program	M	\$0	\$30,120,000	\$0	\$30,120,000

JOB_NO	PHASE	ROUTE	LOCATION	LENGTH	WORK TYPE	FUND	LOCAL	STATE	FEDERAL	TOTAL
Transit										
		Statewide	Regionwide		Program Development/Scoping	M	\$0	\$14,860,000	\$0	\$14,860,000
		Statewide	Regionwide		Bureau of Hwy. Training Budget	ST	\$0	\$600,000	\$2,400,000	\$3,000,000
		Statewide	Regionwide		DBE Support Services Prog	SST	\$0	\$0	\$257,500	\$257,500
		Statewide	Section 5309		Capital Bus	FTA	\$0	\$2,700,000	\$10,800,000	\$13,500,000
		Statewide	Section 5311		Non-UZA Formula	FTA	\$0	\$3,000,000	\$14,472,400	\$17,472,500
		Statewide	Section 5316		Job Access/Reverse Commute	FTA	\$0	\$4,625,000	\$4,625,000	\$9,250,000
		Statewide	Section 5310		Elderly & Disabled	FTA			\$3,650,000	\$4,562,500
		Statewide	Section 5309		Capital New Starts	FTA	\$0	\$0	\$0	\$0
		Statewide	Section 5317		New Freedom Initiative	FTA	\$0	\$2,535,000	\$2,535,000	\$5,070,000
		Statewide	Section 5311		RTAP	FTA	\$0	\$0	\$138,500	\$138,500
Uptran										
46163	A	Statewide	Greyhound Lines		Bus	CTF	\$0	\$373,200	\$0	\$373,200
46164	A	Statewide	Indian Trails, Inc.		Buses	CTF	\$0	\$1,866,200	\$0	\$1,866,200
2007										
Bridges										
GPA		Statewide	Regionwide		Cap. Prev. Main. (Bridge - Trunkline)	ST	\$0	\$817,264	\$3,331,064	\$4,148,328
Enhancement										
GPA		Statewide	Regionwide		Local Enhancements	STE	\$0	\$3,046,195	\$4,623,704	\$7,669,899
GPA		Statewide	Regionwide		Enhancements (Trunkline)	STE	\$0	\$2,201,448	\$8,805,791	\$11,007,238
Local (Local is Responsible Agency (RA))										
		Statewide	RA=Cities/Counties		Small Urban Areas	ST	\$3,044,799	\$22,800	\$6,682,400	\$9,749,999
		Statewide	RA=Rural Task Forces		Rural Task Force	ST/M	\$9,541,279	\$7,612,866	\$18,795,998	\$35,950,143
GPA		Statewide	RA=Cities/Counties		Local Safety	ST	\$0	\$1,716,015	\$3,998,428	\$5,714,443
GPA		Statewide	RA=Cities/Counties		Local Bridge	BRRP	\$0	\$6,077,042	\$22,144,135	\$28,221,176
GPA		Statewide	RA=Cities/Counties		Local Rail Xings	ST	\$0	\$549,147	\$1,845,663	\$2,394,810

JOB_NO	PHASE	ROUTE	LOCATION	LENGTH	WORK TYPE	FUND	LOCAL	STATE	FEDERAL	TOTAL
<i>Repair and Rebuild</i>										
GPA	Statewide		Regionwide		Rail Xings - (Trunkline)	ST	\$0	\$0	\$2,765,220	\$2,765,220
GPA	Statewide		Regionwide		Cap. Prev. Main. (Road - Trunkline)	ST	\$0	\$11,166,689	\$44,666,755	\$55,833,443
GPA	Statewide		Regionwide		Preliminary Engineering and ROW	ST	\$0	\$12,711,695	\$4,881,906	\$17,593,601
GPA	Statewide		Regionwide		Highway Safety (Trunkline)	ST	\$0	\$660,248	\$31,542,347	\$32,202,775
<i>Roadside & Weigh Stations</i>										
	Statewide		Regionwide		Statewide Capital Needs	ST	\$0	\$10,000	\$40,000	\$50,000
	Statewide		Regionwide		Advanced Technology	ST	\$0	\$10,000	\$40,000	\$50,000
<i>Studies & Assorted Work</i>										
	Statewide		Regionwide		DBE Support Services Prog	SST	\$0	\$0	\$257,500	\$257,500
	Statewide		Regionwide		Non-Discretionary M Program	M	\$0	\$30,770,000	\$0	\$30,770,000
	Statewide		Regionwide		Program Development/Scoping	M	\$0	\$15,230,000	\$0	\$15,230,000
	Statewide		Regionwide		Bureau of Hwy. Training Budget	ST	\$0	\$600,000	\$2,400,000	\$3,000,000
	Statewide		Regionwide		Local Tech Assistance Prog	ST	\$32,000	\$132,000	\$800,000	\$964,000
<i>Transit</i>										
	Statewide		Section 5310		Elderly & Disabled	FTA	\$0	\$950,000	\$3,800,000	\$4,750,000
	Statewide		Section 5309		Capital New Starts	FTA	\$0	\$0	\$0	\$0
	Statewide		Section 5309		Capital Bus	FTA	\$0	\$2,756,250	\$11,025,000	\$13,781,250
	Statewide		Section 5311		RTAP	FTA	\$0	\$0	\$143,000	\$143,000
	Statewide		Section 5311		Non-UZA Formula	FTA	\$0	\$3,100,000	\$15,075,000	\$18,175,000
	Statewide		Section 5316		Job Access/Reverse Commute	FTA	\$0	\$4,825,000	\$4,825,000	\$9,650,000
	Statewide		Section 5317		New Freedom Initiative	FTA	\$0	\$2,635,000	\$2,635,000	\$5,270,000
2008										
<i>Bridges</i>										
GPA	Statewide		Regionwide		Cap. Prev. Main. (Bridge - Trunkline)	ST	\$0	\$833,609	\$3,397,685	\$4,231,294

JOB_NO	PHASE	ROUTE	LOCATION	LENGTH	WORK TYPE	FUND	LOCAL	STATE	FEDERAL	TOTAL
Enhancement										
GPA	Statewide	Regionwide			Local Enhancements	STE	\$0	\$3,107,119	\$4,716,178	\$7,823,297
GPA	Statewide	Regionwide			Enhancements (Trunkline)	STE	\$0	\$2,245,477	\$8,981,906	\$11,227,383
Local (Local is Responsible Agency (RA))										
	Statewide	RA=Rural Task Forces			Rural Task Force	ST/M	\$9,919,025	\$9,609,036	\$21,600,135	\$41,128,196
	Statewide	RA=Cities/Counties			Small Urban Areas	ST	\$0	\$0	\$0	\$0
GPA	Statewide	RA=Cities/Counties			Local Rail Xings	ST	\$0	\$560,130	\$1,882,577	\$2,442,706
GPA	Statewide	RA=Cities/Counties			Local Safety	ST	\$0	\$1,750,336	\$4,078,396	\$5,828,732
GPA	Statewide	RA=Cities/Counties			Local Bridge	BRRP	\$0	\$6,198,583	\$22,587,017	\$28,785,600
Repair and Rebuild										
GPA	Statewide	Regionwide			Preliminary Engineering and ROW	ST	\$0	\$12,965,929	\$4,979,544	\$17,945,473
GPA	Statewide	Regionwide			Highway Safety (Trunkline)	ST	\$0	\$673,636	\$32,173,194	\$32,846,830
GPA	Statewide	Regionwide			Rail Xings - (Trunkline)	ST	\$0	\$0	\$2,820,524	\$2,820,524
GPA	Statewide	Regionwide			Cap. Prev. Main. (Road - Trunkline)	ST	\$0	\$11,390,022	\$45,560,090	\$56,950,112
Roadside & Weigh Stations										
	Statewide	Regionwide			Advanced Technology	ST	\$0	\$10,000	\$40,000	\$50,000
	Statewide	Regionwide			Statewide Capital Needs	ST	\$0	\$10,000	\$40,000	\$50,000
Studies & Assorted Work										
	Statewide	Regionwide			DBE Support Services Prog	SST	\$0	\$0	\$257,500	\$257,500
	Statewide	Regionwide			Local Tech Assistance Prog	ST	\$32,000	\$132,000	\$800,000	\$964,000
	Statewide	Regionwide			Non-Discretionary M Program	M	\$0	\$31,440,000	\$0	\$31,440,000
	Statewide	Regionwide			Program Development/Scoping	M	\$0	\$15,610,000	\$0	\$15,610,000
	Statewide	Regionwide			Bureau of Hwy. Training Budget	ST	\$0	\$600,000	\$2,400,000	\$3,000,000
Transit										
	Statewide	Section 5317			New Freedom Initiative	FTA	\$0	\$2,850,000	\$2,850,000	\$5,700,000
	Statewide	Section 5316			Job Access/Reverse Commute	FTA	\$0	\$5,225,000	\$5,225,000	\$10,450,000

JOB_NO	PHASE	ROUTE	LOCATION	LENGTH	WORK TYPE	FUND	LOCAL	STATE	FEDERAL	TOTAL
		Statewide	Section 5311		RTAP	FTA	\$0	\$0	\$147,000	\$147,000
		Statewide	Section 5311		Non-UZA Formula	FTA	\$0	\$3,500,000	\$16,500,000	\$20,000,000
		Statewide	Section 5310		Elderly & Disabled	FTA	\$0	\$1,032,000	\$4,128,000	\$5,160,000
		Statewide	Section 5309		Capital Bus	FTA	\$0	\$2,812,500	\$11,250,000	\$14,062,500
		Statewide	Section 5309		Capital New Starts	FTA	\$0	\$0	\$0	\$0

Appendix A

THE PLANNING PROCESS UNDER TEA-21

STATEWIDE PLANNING

A statewide planning process under TEA-21, requires MDOT and the twelve MPOs to each develop a long range plan which will provide the basis for transportation programs over the next 20 years. The implementation of these plans is accomplished through a three-year STIP, which lists the actual projects to be implemented and how they are to be financed. The STIP is a compilation of 13 separate programs, including 12 MPO TIPs and one non-MPO program developed by MDOT. The projects that are selected in the STIP and TIPs are the logical result of the needs and policies identified in the State Long Range Plan (SLRP) and MPO Long Range Plans. This STIP covers fiscal years 2006-2008 and will include by reference the FY 2006-2008 TIPs prepared by the MPO areas.

METROPOLITAN PLANNING

In metropolitan areas of more than 50,000 residents, TEA-21 requires that a MPO be designated by agreement between the Governor and all affected local governments. Each MPO is responsible for developing a three year TIP by working with city and county transportation agencies, local transit operators and state transportation officials. In addition, MPOs are required to provide a public involvement plan including "reasonable opportunity" for comment on the TIP.

The MPO TIPs are incorporated by reference into the STIP. Each TIP lists all federal-aid projects within its boundaries including road, street, highway and transit programs. Projects are developed by the various transportation agencies within the MPO including cities, county road commissions, public transit agencies and MDOT. The MPO planning process is used to identify needs and prioritize projects within the Metropolitan Area Boundary (MAB).

The following Michigan cities have MPOs or are part of a larger MPO; Ann Arbor, Bay City, Battle Creek, Benton Harbor/St. Joseph, Detroit, Flint, Grand Rapids, Holland/Zeeland, Jackson, Kalamazoo, Lansing, Muskegon, Port Huron, and Saginaw. In addition, the bi-state metropolitan areas of Niles, MI/South Bend, IN and Monroe County, MI/Toledo, OH are also required to work within an MPO. Most Michigan metropolitan areas have their own MPO. However, Ann Arbor, Detroit, Port Huron and Monroe County are all represented by the Southeastern Michigan Council of Governments (SEMCOG). Also, Niles and Benton Harbor/St. Joseph are represented by the Southwestern Michigan Commission (SWMC).

As a result of the 2000 Census, some urban boundaries have changed and several MPOs have modified their Metropolitan Area Boundaries (MABs) to include additional areas. The map on page 57 shows the latest boundaries based on changes that have been approved as of August, 2005. The Census designated the South Lyon/Howell/Brighton area of Livingston County as a new Urbanized Area which remains part of the SEMCOG MPO. The tri-city area of Grand Haven/Spring Lake/Ferrysburg became part of the Muskegon UA. A list of contacts for each MPO with phone, fax, and e-mail is included in Appendix F.

THE MDOT-MPO COOPERATIVE PLANNING PROCESS

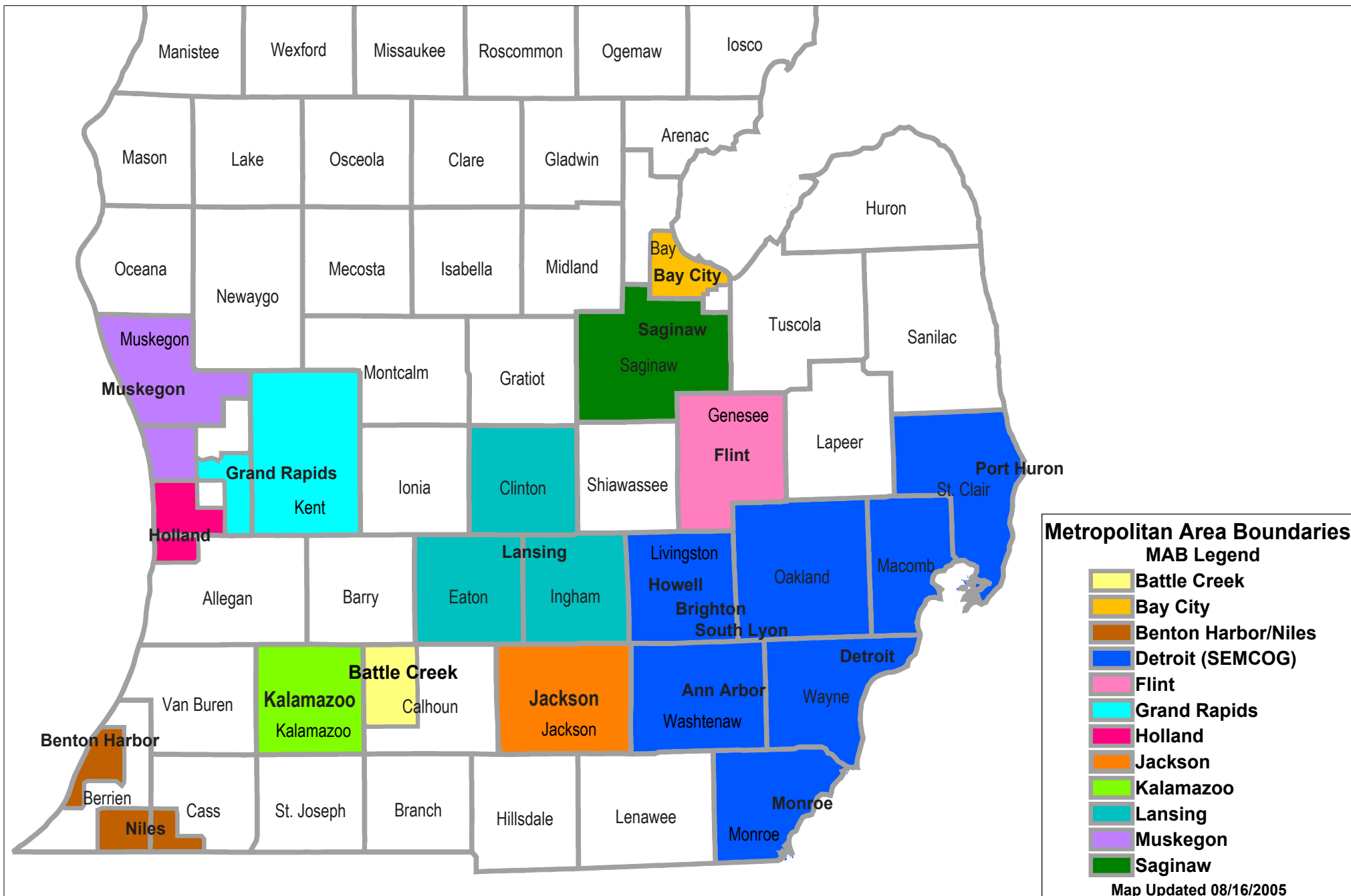
The state's 12 MPOs and the Department are committed to the continuing, cooperative, and comprehensive transportation planning process in Michigan. The goal of the process is to foster closer coordination in all aspects of the transportation plan development process.

The process unifies the overall transportation planning process into one coordinated effort for both the STIP/TIP, a five-year investment strategy, and the 25 year State Long Range Plan.

The process encourages teamwork and consensus building to identify state and local transportation needs, evaluate proposed projects to address those needs, and utilize agreed-to planning tools to reach agreement for metropolitan transportation systems. The following are the basic steps in the process:

- Establish goals and objectives consistent with those of the State Transportation Commission.
- Develop a statewide revenue assessment.
- Identify tools for analysis and evaluation.
- Identify and assess needs.
- Forecast MPO revenues.
- Define program structure.
- Develop criteria for project prioritization within program structure categories.
- Develop the 20 year State Long Range Plan/Program.
- Identify five year Investment Strategy.
- Develop three year STIP/TIP.

This process has served the public well over the life of TEA-21 and will be enhanced and updated under SAFETEA-LU.



Appendix B

THE STATE TRANSPORTATION PLAN

STATE LONG RANGE PLAN

TEA-21 requires development of a State Transportation Plan which is called the State Long Range Plan in Michigan. The plan must cover at least a 20-year planning horizon and be coordinated with local long range transportation plans. Its development must allow a reasonable opportunity for public review and comment. MDOT is currently updating this plan.

The SLRP is a broad policy-oriented document that is used as a guide for transportation investment decisions at all levels of government over a 25-year period. All future transportation improvements must be consistent with the SLRP.

Michigan's 2000-2025 SLRP addresses new issues and provides strategies to address them as well as sustains the progress we have made toward achieving our eight transportation goals. MDOT held numerous meetings with the Customers and Providers Advisory Committee in order to review and reassess the goals and objectives adopted for the previous SLRP so that needed updates were developed in a cooperative manner. The most notable change has been the addition of **Safety** as a distinct goal, rather than being incorporated into other goals as an ever-present concern.

The State Long Range Plan goals are:

Preservation

Within the constraints of state and federal law, direct investment in existing transportation systems to effectively provide safety, mobility, access, intermodal connectivity, or support economic activity and the viability of older communities, and ensure that the facilities and services continue to fulfill their intended functions.

Safety

Promote the safety and security of the transportation system for users, passengers, pedestrians and motorized and non-motorized vehicles.

Basic Mobility

Work with the general public, public agencies and private sector organizations to ensure basic mobility for all Michigan citizens by (at a minimum) providing safe, effective, efficient and economical access to employment, educational opportunities and essential services.

Strengthening the State's Economy

Provide transportation infrastructure and services that strengthen the economy and competitive position of Michigan and its regions for the 21st Century.

Transportation Services Coordination

Create incentives for coordination between public officials, private interests and transportation agencies to improve safety, enhance or consolidate services, strengthen intermodal connectivity,

and maximize the effectiveness of investment for all modes by encouraging regional solutions to regional transportation problems.

Intermodalism

Improve intermodal connections to provide "seamless" transportation for both people and products to and throughout Michigan.

Environment & Aesthetics

Provide transportation systems that are environmentally responsible and aesthetically pleasing.

Land Use Coordination

Coordinate local land use planning, transportation planning and development to maximize the use of the existing infrastructure, increase the effectiveness of investment, and retain or enhance the vitality of the local community.

The 2000-2020 Public Transit Strategic Plan, published in May 2001, is the product of many individuals and groups with interest and concerns about public transportation in the state. From 1999 to 2001, the Michigan transit strategic planning process sought systematically to gather information from these individuals in order to develop targeted initiatives that would advance transit in the state. This plan was the major public transit component for the SLRP.

Federal law also requires development of long range plans for each of Michigan's MPOs. These plans require much greater detail than the state plan because of federal air quality requirements. All regionally significant projects to be implemented within the 20-year period of the MPO plans must be identified, demonstrate financial constraint and meet air quality conformity requirements. The plan must be updated every five years (three years in air quality non-attainment areas) and be consistent with the statewide goals and objectives established in the SLRP and by MDOT.

Appendix C

MDOT FIVE YEAR TRANSPORTATION PROGRAM

The Department, at the direction of the Governor and the State Transportation Commission, has been issuing a Five Year Road and Bridge Program annually since 1999. The latest five year program contains current investment strategies as well as a list of the specific road and bridge projects to be undertaken each year between 2005 and 2009. This year's plan focuses on Governor Granholm's Preserve First Strategy for preserving our existing transportation network and providing safe mobility to motorists.

This 5-year investment strategy is a key component of the cooperative planning process and provides the public as well as the MPOs and other transportation agencies with a five year perspective regarding the trunkline construction program. The projects in the five year plan received extensive local review and for the 2006, 2007, and 2008 fiscal years provided the basis for the trunkline portion of the STIP. Development of the Department's Five Year Road and Bridge Program is based on investment strategies, sound asset management principles, and extensive customer feedback. New technology makes it possible to combine long-term goals with current condition data to generate a five year program as well as integrate the data to coordinate road and bridge improvements and achieve new investment efficiencies.

Current road quality data and funding projections make it clear that to meet our goals we must emphasize system preservation. Our current goal is to have 95 percent of the freeways and 85 percent of non-freeways in good condition by 2007. The bridge preservation goal is 85 percent in good/fair condition by 2008. The goal has already been achieved for the non-freeway bridges but additional revenue will be needed to meet the freeway bridge goal. Another emphasis is improving safety. MDOT's goal is to reduce fatalities from the current 1.3 fatalities per 100 million vehicle miles traveled (VMT) to 1.0 per 100 million VMT by 2008.

MDOT is committed to responsible investment strategies that couple sound asset management principles with extensive customer feedback and collaboration with our partners. These core values support our approach to the following critical elements of the Five Year Road and Bridge Program:

- Modernization of the Freeway System - a key goal of the department and Preserve First.
- Safety - the overriding concern for our road system.
- Road Condition – constant evaluation is essential to asset management.
- Bridges – increased bridge preservation work.
- Capacity Improvements – projects to ensure the mobility of people and goods.
- Border Crossings – a strategy to protect the competitive advantages of Michigan's businesses and industry.
- Intelligent Transportation Systems (ITS) – use information technology to reduce congestion, improve safety, expedite travel, and enhance security.
- Public Involvement/Outreach – listen to the public to determine projects and programs for the transportation system.
- Environmental Stewardship – work with state and federal resource agencies to ensure environmentally sound projects and minimize disruption to ecosystems.
- Supporting Programs – encourage pedestrian and bike transportation and ridesharing.
- Fiscal responsibility – use new technology and organizational streamlining to work smarter and more efficiently.

Appendix D

Michigan Department of Transportation Region Offices

SUPERIOR - Randel Van Portfliet, Region Engineer - 1818 Third Avenue North, Escanaba, MI 49829 - Fax 906-789-9775 **14177 or 906-786-1800**
Toll Free 888-414-6368

Patty Heslip, Management Assistant
Ray Roberts, Assoc. Region Engineer (Operations)
John Bedard, Assoc. Region Engineer (Systems)
Steve Douglas, Real Estate Agent
Alison Hamlin, Pavement Management Engineer
Dawn Garner, Communications Rep. (906-485-6322) Ext. 12

Steve Neumann, Region Survey Chief
Dan Hamlin, Resource Analyst
Dawn Gustafson, Traffic Engineer
Julie Van Portfliet, Bituminous Soils Engineer
Kevin Beauchamp, Materials Tech. (906-875-6644)

Vince Bevins, Transportation Planner
Debrah Leisner, Financial Analyst
Debra K. Manninen, Personnel Liaison
Pete Wessel, Bridge Engineer
Terri Reid, Maintenance Supervisor

NORTH REGION - Brian W. Ness, Region Engineer - 2927 D & M Drive, Gaylord, MI 49735 - Fax 989-731-0536 **989-731-5090**
Toll Free 888-304-6368

Patricia A. McHugh, Management Assistant
Andrew J. Holmes, Assoc. Region Engineer (Operations)
Gail S. Deans, Assoc. Region Engineer (Projects)
Raymond Kihn, Survey Crew Chief
Craig Delaney, Real Estate Agent
Chris Rupinski, Pavement Management Engineer

Tom Irvin, Maintenance Superintendent
David Langhorst, Region Planner
Martin Murphy, Financial Analyst
Mike Rogers, Resource Specialist
Lee Sherwood, Resource Specialist

Tom Harriger, Soils & Materials Engineer
Richard Rang, Materials Coordinator
Tony Olson, Bridge Management Engineer
Nancy Cook, Office Manager
Bob Felt, Communications Rep.

GRAND - Roger L. Safford, Region Engineer - 1420 Front Avenue, NW, Grand Rapids, MI 49504 - Fax 616-451-0707 **33956 or 616-451-3091**
Toll Free 866-815-6368

Shelly Vongphasouk, Management Assistant
Timothy J. Little, Assoc. Region Engineer (Delivery)
Vicki Weerstra, Assoc. Region Engineer (Development)
David A. Phillips, Soils & Materials Engineer
William Loehle, Pavement Management
Robert Zuzelski, Land Surveyor

Malcolm Smith, Maintenance Supervisor
Steve Houtteman, Resource Analyst
Michael P. Lamancusa, Utility & Permit Engineer
Dennis J. Kent, Transportation Planner
Julie E. Heiss, Officer Manager

Thomas Tellier, Bridge Engineer
Peter Loftis, Real Estate Agent
Joseph K. Finch, Traffic & Safety Engineer
Michael Fuhrman, Financial Analyst
Julie Hurley, Communications Rep.

BAY - Terry Anderson, Region Engineer Ext. 223 - 55 E. Morley Drive, Saginaw, MI 48601 - Fax 989-754-8122 **989-754-0878, Plus Ext.**

Ginger Rorrer, Management Assistant-Ext. 222
Linda Burchell, Assoc. Region Engineer (Dev.)-Ext. 226
Steve Palmer, Assoc. Region Engineer (Del.)-Ext. 259
Martin Fransted, Bridge Engineer-Ext. 253
Dave Geiger, Transportation Planner-Ext. 228

Wendy Cloutier, Traffic & Safety Engineer-Ext. 255
Mike Metiva, Maint. Superintendent-754-0784, Ext. 234
Cary Rouse, Resource Specialist-Ext. 244
Bill Shreck, Communications Rep.-Ext. 227
Selena Friend, Cost & Scheduling Engineer-Ext. 240

Neil L. Pullman, Systems Engineer-Ext. 242
Andy Philp, Real Estate Agent-Ext. 230
Andrea Laney, Financial Analyst-Ext. 257
Sue A. Rummel, Office Manager-Ext. 224
Brian Ulman, Soils Engineer-Ext. 249

SOUTHWEST - Roberta S. Welke, Region Engineer - 1501 E. Kilgore Road, Kalamazoo, MI 49001 - Fax 269-337-3909 **269-337-3900**

Penny Brooks, Management Assistant
Kitty Rothwell, Assoc. Region Engineer (Development)
Pete Pfeiffer, Assoc. Region Engineer (Delivery)
Brenda Kiesling, Personnel Liaison
Seth Ebel, Pavement Engineer
David Budd, Maintenance Superintendent

Mark G. Barrone, Real Estate Agent
Nick VanWoert, Environmental Specialist
Sharita Hurst, IT Manager
Christopher Vera, Resource Specialist
Susan Srackangast, Financial Analyst
Dave Van Stensel, Emergency Transportation
Operations Engineer

Jack Klee, Soils & Materials Engineer
Julie Hurley, Communications Rep.
Jason Latham, Planning Manager
Erik Schnepf, Surveyor
Jack Klee, Road System Engineer (Acting)
Mary Epps, Communications Rep. (Acting)

UNIVERSITY - Mark A. Chaput, Region Engineer - 4701 W. Michigan Avenue, Jackson, MI 49201 - Fax 517-750-4397 **517-750-0401**

Regina McCloud-Cannon, Management Assistant
Will Thompson, Assoc. Region Engineer (Delivery)
Jeff Reid, Assoc. Region Engineer (Development)
Charles Mannor, Maintenance Superintendent
Kari Andrewes, Transportation Planner
Stephanie Aldighieri, Traffic & Safety Engineer

Terry Johnson, Bridge Management Engineer
Rick Jenkins, Cost & Scheduling Engineer
Robert J. Batt, Resource Specialist
Jeffrey R. Ruest, Real Estate Agent
Steve Hawker, Soils & Materials Supervisor
Jeff Bigelow, Pavement Management Engineer

Mark Melchiori, Soils Engineer
Steve Barrett, Financial Analyst
Linda Uhl, Office Manager
John Jersey, IT Technician
Janet Foran, Communications Coordinator
Mike Irwin, Project Coordination Engineer

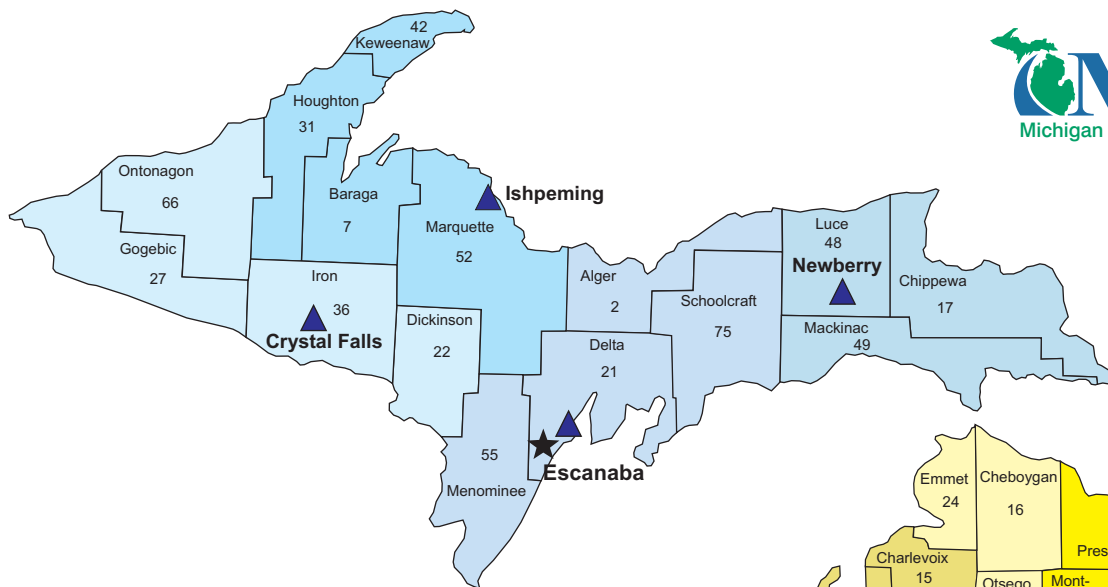
METRO - Gregory C. Johnson, Region Engineer - 18101 W. Nine Mile Road, Southfield, MI 48075 - Fax 248-569-3103 **248-483-5100**

Dana Kraynak, Management Assistant
Tony Kratofil, Deputy Region Engineer
Mike Eustice, Assoc. Region Engineer (Delivery)
Paige Williams, Assoc. Region Engineer (Development)
Cedric Dargin, Region Construction Engineer
Vacant, Traffic & Safety Engineer

Andy Zeigler, Transportation Planner
Mark Grazioli, Materials & Testing Engineer
Ashok Punjabi, Geotechnical Supervisor
Randy McKinney, Maintenance Engineer
Marilyn Montgomery, Litigation Coordinator
Raman Patel, Financial Analyst

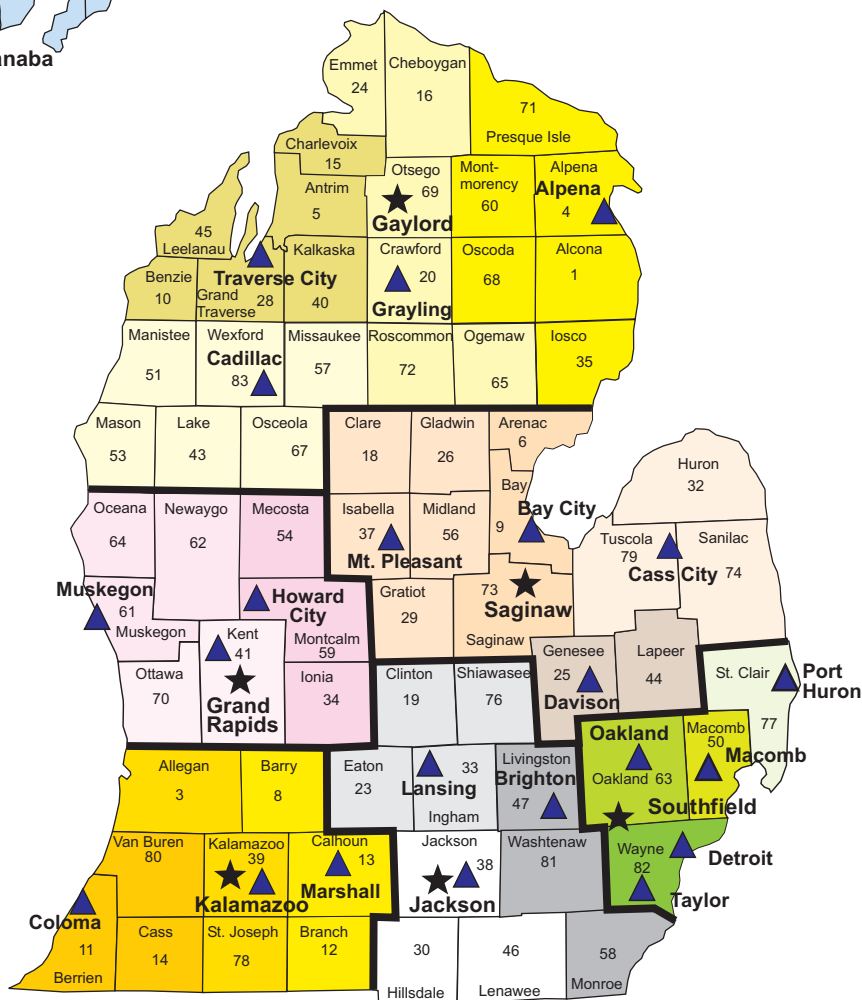
Mark Sweeney, Design Engineer
Thomas Jay, Real Estate Agent
Sharon Ferman, Resource Specialist
Robert Morosi, Communications Rep.
Brenda Peek, Communications Rep.
Dawn Campbell, Office Manager

MDOT Regions and Transportation Service Centers



COUNTIES

REGION	REGION
1. ALCONANOR	43. LAKENOR
2. ALGERSUP	44. LAPEERBAY
3. ALLEGANSWR	45. LEELANAUNOR
4. ALPENANOR	46. LENEWEEUNIV
5. ANTRIMNOR	47. LIVINGSTONUNIV
6. ARENACBAY	48. LUCESUP
7. BARAGASUP	49. MACKINACSUP
8. BARRYSWR	50. MACOMBMETRO
9. BAYBAY	51. MANISTEENOR
10. BENZIENOR	52. MARQUETTESUP
11. BERRIENSWR	53. MASONNOR
12. BRANCHSWR	54. MECOSTAGR
13. CALHOUNSWR	55. MENOMINEESUP
14. CASSSWR	56. MIDLANDBAY
15. CHARLEVOIXNOR	57. MISSAUKEENOR
16. CHEBOYGANNOR	58. MONROEUNIV
17. CHIPPEWASUP	59. MONTCALMGR
18. CLAREBAY	60. MONTMORENCYNOR
19. CLINTONUNIV	61. MUSKEGONGR
20. CRAWFORDNOR	62. NEWAYGOGR
21. DELTASUP	63. OAKLANDMETRO
22. DICKINSONSUP	64. OCEANAGR
23. EATONUNIV	65. OGEMAWNOR
24. EMMETNOR	66. ONTONAGONSUP
25. GENESEEBAY	67. OCEOLANOR
26. GLADWINBAY	68. OSCODANOR
27. GOGEBICSUP	69. OTSEGONOR
28. GD. TRAVERSENOR	70. OTTAWAGR
29. GRATIOTBAY	71. PRESQUE ISLENOR
30. HILLSDALEUNIV	72. ROSCOMMONNOR
31. HOUGHTONSUP	73. SAGINAWBAY
32. HURONBAY	74. SANILACBAY
33. INGHAMUNIV	75. SCHOOLCRAFTSUP
34. IONIAGR	76. SHIawasseeUNIV
35. IOSCONOR	77. ST. CLAIRMETRO
36. IRONSUP	78. ST. JOSEPHSWR
37. ISABELLABAY	79. TUSCOLABAY
38. JACKSONUNIV	80. VAN BURENSWR
39. KALAMAZOOSWR	81. WASHTENAWUNIV
40. KALKASKANOR	82. WAYNEMETRO
41. KENTGR	83. WEXFORDNOR
42. KEWEENAWSUP	



Superior Southwest Metro
 North University Region Office
 Grand Bay TSC
 (variations in color indicate TSC boundaries)

Appendix E

TRANSPORTATION SERVICE CENTERS

SUPERIOR REGION

CRYSTAL FALLS	120 Tobin-Alpha Road, Crystal Falls, MI 49920	Fax 906-875-6264	37725 or 906-875-6644 Toll Free 866-584-8101
MIKE PREMO, Manager Julie Hammill, Secretary Dale Sauvola, Maintenance Coordinator	Dan Kari, Delivery Engineer Dave Bradley, Design Engineer	Ben Feldhausen, Traffic & Safety Engineer Bill Santilli, Permit Agent	
ISHPEMING	100 S. Westwood Drive, Ishpeming, MI 49849	Fax 906-485-4878	906-485-4271 Toll Free 888-920-6361
ANDY SIKKEMA, Manager Marion Johnson, Secretary Alan Anderson, Delivery Agent	Rob Tervo, Development Engineer Aaron Johnson, Traffic & Safety Engineer Jeff Rautiola, Permit Agent	Dan Robillard, Maintenance Coordinator John Dault, Maintenance Supervisor	
NEWBERRY	14113 M-28, Newberry, MI 49868	Fax 906-293-3331	32169 or 906-293-5161 Toll Free 866-740-6361
JOHN BATCHELDER, Manager Cyndi Carmody, Secretary Pete Paramski, Delivery Engineer	Dave Rusch, Development Engineer Lou Oberle, Permit Agent Karrie Abbitt, Traffic & Safety Engineer	Ray Wood, Maintenance Coordinator Mike Walker, Maintenance Supervisor	
ESCANABA	1818 3 rd Avenue North, Escanaba, MI 49829	Fax 906-789-9775	14177 or 906-786-1800 or Toll Free 888-414-6361
MARK MALONEY, Manager Dolores Shiner, Secretary	Mike Kallio, Delivery Engineer Mark Kleikamp, Development Engineer	Doug Noble, Maintenance Coordinator Steve Cadeau, Traffic & Safety Engineer	

NORTH REGION

ALPENA	1540 Airport Road, Alpena, MI 49707	Fax 989-354-4142	989-356-2231 Toll Free 877-404-6361
SCOTT THAYER, Manager Phoebe Rang, Secretary	Tom Hilberg, Delivery Engineer Kevin Schaedig, Development Engineer	Randy Oswald, Maintenance Coordinator Steve Conradson, Traffic & Safety Engineer	
TRAVERSE CITY	2084 US-31 South, Suite B, Traverse City, MI 49684	Fax 231-941-1512	231-941-1986 or Toll Free 888-457-6361
RISE RASCH, Manager Mary Alford, Secretary Kathy Strugala, Secretary	Judy Browning, Delivery Engineer Gary Niemi, Development Engineer	Jeff Hunt, Maintenance Coordinator Paul Wisniewski, Traffic & Safety Engineer	
CADILLAC	100 E. Chapin, Cadillac, MI 49601	Fax 231-775-0301	231-775-3487 or Toll Free 800-943-6361
RICHARD E. LIPTAK, JR., Manager Dawn Morris, Secretary	Del Kirkby, Delivery Engineer Gary Karttunen, Development Engineer	David Widrig, Maintenance Coordinator Daniel Lund, Traffic & Safety Engineer	
GRAYLING	1680 Hartwick Pines Road, Grayling, MI 49738	Fax 989-344-8403	989-344-1802 Toll Free 888-811-6361
BONNIE BUSSARD, Manager Freida Brewer, Secretary	Jay Gailitis, Delivery Engineer Hilary Owen, Development Engineer	Theresa Brockway, Maintenance Coordinator Matthew Radulski, Traffic & Safety Engineer	

GRAND REGION

GRAND RAPIDS	1420 Front Avenue, NW, Grand Rapids, MI 49504	Fax 616-451-9544	616-451-3091
VACANT, Manager Cheryl Gryka, Delivery Secretary Betty Searle, Development Secretary	Erick Kind, Delivery Engineer Art Green, Development Engineer	Brent Hadfield, Maintenance Coordinator Keith Skilton, Traffic & Safety Engineer	
HOWARD CITY	19153 W. Howard City-Edmore Road, Howard City, MI 49329	Fax 231-937-2281	231-937-7781
KARL KOIVISTO, Manager Mary Beth Hansen, Secretary	Kevin McReynolds, Delivery Engineer Julie Terry, Design Engineer	John Joyce, Maintenance Coordinator Dave VanStensel, Traffic & Safety Engineer	
MUSKEGON	2225 Olthoff Drive, Muskegon, MI 49444	Fax 231-777-3621	231-777-3451
TIM JUDGE, Manager Kathy Bolthouse, Secretary Leigh Ann Mikesell, Development Engineer	Gregg Zack, Delivery Engineer Jim D'Lamater, Cost & Scheduling Engineer	Dave Brinks, Maintenance Coordinator Tim Terry, Traffic & Safety Engineer	

TRANSPORTATION SERVICE CENTERS

BAY REGION

BAY CITY	2590 E. Wilder Road, Bay City, MI 48706	Fax 989-671-1530	989-671-1555
ROBERT A. RANCK, JR., Manager Marilynn Drake, Secretary Louis J. Taylor, Delivery Engineer	Adam Rivard, Development Engineer Kim Zimmer, Cost & Scheduling Engineer Annette Shelton, Traffic & Safety Engineer	Perry Lund, Maintenance Supervisor Dan Medina, Maintenance Supervisor	
MT. PLEASANT	1212 Corporate Drive, Mt. Pleasant, MI 48858	Fax 989-775-6329	989-773-7754
Terry Palmer, Manager Kandy York, Secretary Brain Atkinson, Cost & Scheduling Engineer	William Mayhew, Delivery Engineer Jack Hofweber, Development Engineer	Ernest Grossman, Maintenance Supervisor Gregory Erickson, Traffic & Safety Engineer	
DAVISON	9495 E. Potter Road, Davison, MI 48423	Fax 810-653-1248	810-653-7471
MIKE HEMMINGSEN, Manager Becky Uhelski, Secretary Steve Pethers, Traffic & Safety Engineer	Armando Lopez, Delivery Engineer Ken Thorp, Development Engineer	James Gibson, Maintenance Coordinator Gregg Brunner, Cost & Scheduling Engineer	
CASS CITY	6867 E. Cass City Road, Cass City, MI 48726	Fax 989-872-4464	989-872-3007
DOUGLAS J. WILSON, Manager Charlotte Fisher, Secretary	Duane Maas, Delivery Engineer Craig Innis, Traffic & Safety Engineer	Matt Tompkins, Maintenance Coordinator Rachel Phillips, Cost & Scheduling Engineer	

SOUTHWEST REGION

KALAMAZOO	5372 South 9 th Street, Kalamazoo, MI 49009	Fax 269-544-0080	269-375-8901 Toll Free 877-320-6361
MARK S. GEIB, Manager Doris Elksnis, Secretary James Woods, Delivery Engineer Michelle O'Neill, Cost & Scheduling Engineer	Patrick Gibbons, Development Engineer Steven Serdel, Utility & Permit Engineer Laura Wise, Traffic & Safety Engineer	Curtis Perkins, Maintenance Coordinator Mike Bailey, Maintenance Coordinator Rich Hassenzahl, Maintenance Coordinator	
MARSHALL	15300 W. Michigan Avenue, Marshall, MI 49068	Fax 269-789-0936	269-789-0592 Toll Free 877-324-6361
BRAD WIEFERICH, Manager Connie Corbin, Secretary Alissa Hubbell, Development Engineer	Andy Strupulis, Delivery Engineer Scott Greene, Cost & Scheduling Engineer	Angie Kremer, Traffic & Safety Engineer Al Bessey, Maintenance Coordinator	
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MARK S. GEIB, Interim Manager Rosalyn (Lynn) Hayes, Secretary Lucio Ramos, Delivery Engineer Henderson (Mike) Freeman, Maintenance Coordinator	Gary Loyola, Traffic & Safety Engineer Maria Mumm, Utility & Permit Engineer Sarah Woolcock, Development Engineer	Lisa Marsh-McCarty, Maintenance Coordinator Tim Waaso, Maintenance Coordinator Kyle Rudlaff, Cost & Scheduling Engineer	

UNIVERSITY REGION

BRIGHTON	10321 Grand River Road, Suite 500, Brighton, MI 48116	Fax 810-227-7929	810-227-4681
STEVE BOWER, Manager Terri Mears, Secretary Jim Daavettila, Delivery Engineer	Kelby Wallace, Development Engineer Wendy Ramirez, Traffic & Safety Engineer	Rick Tyrer, Maintenance Supervisor Ian Weibel, Utility Drainage Engineer	
JACKSON	2750 Elm Road, Jackson, MI 49201-6802	Fax 517-780-5454	517-780-7541
Dee Parker, Manager Brenda Scharer, Secretary	Roslyn Chapman, Traffic & Safety Engineer Kurt Coduti, Delivery Engineer	Arnold Trombley, Maintenance Coordinator Tony Migaldi, Design & Utility Coordinator	
LANSING	1019 Trowbridge Road, East Lansing, MI 48823	Fax 517-324-0294	517-324-2261
PAUL STEINMAN, Manager K.C. Gimmey, Secretary Ghazi Mustafa, Utility & Drain Engineer	Brad Wieferich, Development Engineer Steve Shaughnessy, Traffic & Safety Engineer Tim Graham, Maintenance Supervisor	Scott Johnson, Maintenance Supervisor David Vorce, Maintenance Supervisor	

TRANSPORTATION SERVICE CENTERS

METRO REGION

TAYLOR	25185 Goddard, Taylor, MI 48180	Fax 313-295-0822	313-375-2400
KIMBERLY AVERY, Manager Karen Patrick-Newton, Development Secretary Pamela Hogan, Delivery Secretary Renee Allen, Delivery Secretary Jennifer Ruma, Secretary (Allen Park Field Office)	Jean Bisson, Receptionist (Operations) John Sanford, Delivery Engineer Brian Scharboneau, Delivery Engineer William Erben, Delivery Engineer	Gorette Yung, Development Engineer Mike Sanders, Area Maintenance Engineer Mike Budai, Traffic & Safety Engineer Diana Fassett, Cost & Scheduling Engineer Vacant, Utilities & Permits Engineer	
PORT HURON	2127 11 th Avenue, Port Huron, MI 48060	Fax 810-985-5042	810-985-5011
LARRY YOUNG, Manager Suzanne Sivey, Manager's Secretary LeAnne Reynolds, Delivery Secretary Mary Riley, Secretary (Blue Water Bridge)	Kenneth Holbert, Delivery Engineer Scott Singer, Cost & Scheduling Engineer Ken Rivard, Maintenance Engineer Mohammad Huque, Design Engineer	Marlon Spinks, Traffic & Safety Engineer Mike Szuch, Manager (Blue Water Bridge) Reginald Washington, Maintenance Supervisor (Blue Water Bridge)	
MACOMB	38257 Mound Road, Sterling Heights, MI 48310	Fax 586-978-8075	586-978-1935
DREW BUCKNER, Manager Joyce Chapman, Delivery Secretary Diane Crumb, Development & Manager's Secretary	Dan Everett, Delivery Engineer Steve Minton, Cost & Scheduling Engineer Willie Souaid, Traffic & Safety Engineer	Gina Red-Craig, Maintenance Engineer Ray Klucens, Utility & Permit Engineer Colin Forbes, Development Engineer	
OAKLAND	2300 Dixie Hwy, Suite 300, Waterford, MI 48328	Fax 248-451-0108	248-451-0001
PAUL AJEGBA, Manager Tammy Woodbeck, Manager's Secretary Sandy Mullen, Delivery Secretary Darlene Staercke, Delivery & Development Secretary	Dennis Cooper, Delivery Engineer Mark Stuecher, Delivery Engineer Gerard Pawloski, Delivery Engineer Tom Pozolo, Development Engineer	Ahmad Azmoudeh, Maintenance Engineer Mary Hudak-Baylis, Utility & Permit Engineer Steve Stramsak, Traffic & Safety Engineer Lori Swanson, Cost & Scheduling Engineer	
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RITA SCREWS, Manager Twyla Chinn-Lee, Manager's Secretary Brian Finch, Development Secretary Marilyn Caldwell, Delivery Secretary Pamela Parks, Maintenance Secretary	Jason Voight, Delivery Engineer Roger Teale, Delivery Engineer Victor Judnic, Delivery Engineer Abel Sahlool, Development Engineer	Georgina McDonald, Traffic & Safety Engineer Bernie Wells, Detroit Maintenance Supervisor Veena Jasuja, Utility & Permit Engineer Vacant, Cost & Scheduling Engineer	

Appendix F

METROPOLITAN PLANNING ORGANIZATION (MPO) CONTACTS

Battle Creek

(Battle Creek and six surrounding townships)

Ms. Pat Karr, Executive Director
Battle Creek Area Transportation Study
Springfield Municipal Building
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MDOT's MPO Representative:*
Rick Fowler, 517-335-2641

Bay City

(Bay City and six surrounding townships)

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Web site:
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MDOT's MPO Representative:*
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Benton Harbor/St. Joseph

(Benton Harbor, St. Joseph and five surrounding townships)

Mr. K. John Egelhaaf, AICP, Executive Director
Southwestern Michigan Commission
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MDOT's MPO Representative:*
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Detroit/Ann Arbor/Port Huron

(Livingston, Macomb, Monroe, Oakland, St. Clair, Washtenaw and Wayne Counties)

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Web site: <http://www.semcog.org/> or
infoservices@semcog.org
TIP:
<http://www.semcog.org/TranPlan/TIPonline/index.htm>

Ann Arbor/Ypsilanti (Washtenaw Area Transportation Study) Web site:

<http://www.miwats.org/>

Port Huron (St. Clair County Metropolitan Planning Commission) Web site:

<http://www.stclaircounty.org/>

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Flint

(Genesee County)

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Web site: <http://www.gvmc.org/>

TIP:

<http://www.gvmc.org/transportation/tip.shtml>

MDOT's MPO Representative:*

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Holland**(Holland and seven surrounding townships)**

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MDOT's MPO Representative:*

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* MDOT's MPO Representative is the MDOT staff person who is responsible for coordinating transportation planning activities with the designated MPO.

Lansing**(Clinton, Eaton and Ingham Counties)**

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Niles**(Niles and six surrounding townships)**

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[ts.htm](http://www.saginawcounty.com/SCPlanning/sma)

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Appendix G

SMALL URBAN AREAS

In direct response to requests by local officials, MDOT makes funds available for transportation projects to cities with populations between 5,000 and 50,000. The funds are distributed to individual cities through a competitive funding program administered by the state. Consistency with TEA-21 requirements is a key component in the determination of project eligibility. The cities must demonstrate that transit providers have been included as full partners in the project selection process and that the necessary public involvement has been conducted prior to project submittal. Small urban areas within a metropolitan area boundary must participate in the MPO planning process as well, and gain the MPO's approval of the project before submitting it to MDOT for funding. Small urban areas are identified in Appendix B.

Below are the post-2000 Census Federal Aid Urban Boundary Update - Small Urban Areas. The MPO area is given for Small Urban areas that are within MABs. All others are in non-MPO areas. Information in parentheses is not part of the name of the area; it is either an unincorporated area or additional cities are included within the urban area. An urban area name may use two cities for example "Adrian/Tecumseh".

<u>Small Urban Area</u>	<u>County</u>	<u>Within MPO</u>
1. Adrian/Tecumseh	Lenawee	
2. Albion	Jackson/Calhoun	
3. Allegan	Allegan	
4. Alma (St. Louis)	Gratiot	
5. Alpena	Alpena	
6. Au Sable (unincorporated)	Iosco, Alcona	
7. Belding	Ionia	
8. Berrien Springs (Eau Clair)	Berrien	
9. Big Rapids	Mecosta	
10. Cadillac	Wexford	
11. Caro	Tuscola	
12. Charlotte (Potterville)	Eaton	Tri-County (Lansing)
13. Coldwater	Branch	
14. Dowagiac	Cass	
15. Durand (Vernon)	Shiawassee	
16. Eaton Rapids	Eaton	Tri-County (Lansing)
17. Escanaba/Gladstone	Delta	
18. Fremont	Newaygo	
19. Gaylord	Otsego	
20. Greenville	Montcalm	
21. Hastings	Barry	
22. Hillsdale	Hillsdale	
23. Holly	Oakland	SEMCOG
24. Houghton (Hancock)	Houghton	
25. Houghton Lake (unincorporated)	Roscommon	
26. Ionia	Ionia	

Small Urban Area**County****Within MPO**

27. Iron Mountain/Kingsford	Dickinson	
28. Ironwood	Gogebic	
29. Ishpeming (Negaunee)	Marquette	
30. Kinross Charter Township	Chippewa	
31. Lapeer	Lapeer	
32. Laurium (Calumet)	Houghton	
33. Lowell	Kent	Grand Valley (Grand Rapids)
34. Ludington	Mason	
35. Manistee (Eastlake)	Manistee	
36. Menominee	Menominee	
37. Marquette	Marquette	
38. Marshall	Calhoun	
39. Midland (Auburn, Sanford)	Midland	
40. Milan	Monroe/Washtenaw	SEMCOG
41. Mount Pleasant	Isabella	
42. Owosso (Corunna)	Shiawassee	
43. Paw Paw (Lawton, Mattawan)	Van Buren	
44. Paw Paw Lake (Coloma, Watervliet)*	Berrien	
45. Petoskey	Emmet	
46. Plainwell/Otsego	Allegan	
47. Richmond	Macomb	SEMCOG
48. St. Johns	Clinton	Tri-County (Lansing)
49. Sault Ste. Marie	Chippewa	
50. South Haven	Allegan, Van Buren	
51. Sturgis	St. Joseph	
52. Three Rivers	St. Joseph	
53. Traverse City	Grand Traverse	
54. Whitehall (Lakewood Club, Montague)	Muskegon	West Michigan Shoreline
55. Williamston (Webberville)	Ingham	Tri-County (Lansing)

* Coloma and Watervliet are incorporated cities on the south side of Paw Paw Lake. Paw Paw Lake is a lake; there is no incorporated city called Paw Paw Lake.

Counties with Small Urban Areas

Allegan	Emmet	Lenawee	Newaygo
Alpena	Gogebic	Macomb*	Oakland*
Berrien	Grand Traverse	Manistee	Otsego
Branch	Gratiot	Marquette	Roscommon
Calhoun	Hillsdale	Mason	Shiawassee
Cass	Houghton	Mecosta	St. Joseph
Chippewa	Ingham*	Menominee	Tuscola
Clinton*	Ionia	Midland	Van Buren
Delta	Jackson*	Monroe*	Washtenaw*
Dickinson	Kent*	Montcalm	Wexford
Eaton*	Lapeer	Muskegon*	

* Counties with MPOs.

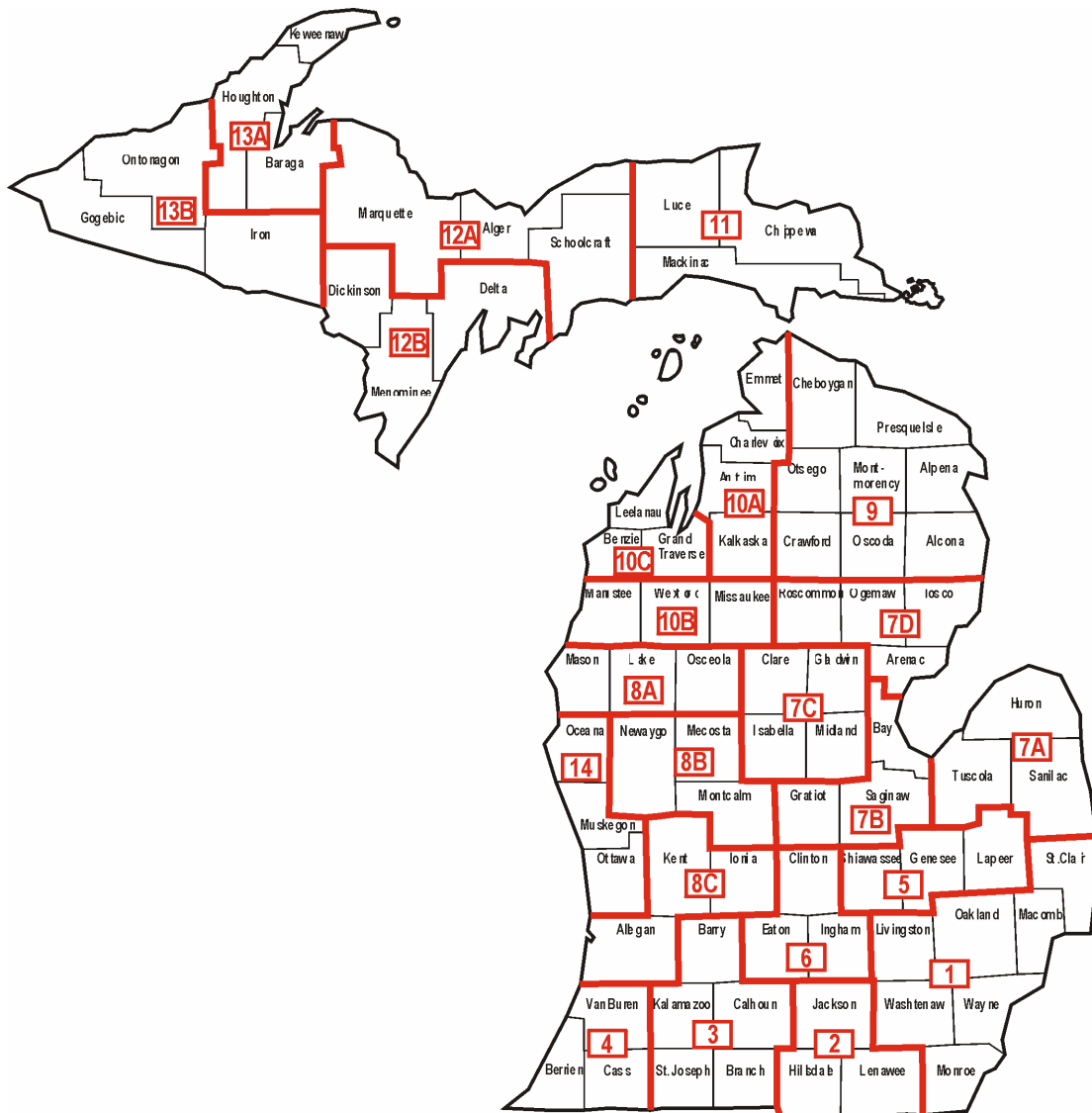
Appendix H

RURAL TASK FORCES

Local federally funded transportation projects to be implemented in rural areas (outside of MPO boundaries), are selected by various Rural Task Forces. These task forces represent the jurisdictions providing transportation services and include cities, unincorporated villages with fewer than 5,000 residents, transit operators, county road commissions, MDOT, and, where appropriate, Indian Tribal Governments.

The Rural Task Forces select projects in accordance with funding targets established by MDOT, based on projected amounts of federal and state funds to be received. Projects within the task force boundaries are also reviewed for eligibility and consistency with the criteria established for the state's Transportation Economic Development Fund and the federal Surface Transportation Program.

The Rural Task Force projects covered in this STIP include all local surface transportation improvements to be implemented over the next three years outside the metropolitan area boundaries. Projects within the MPO areas are included in the appropriate TIP. The map below shows the task force boundaries.



Appendix I

HIGHWAY PROGRAMS

Bridge	The repair, reconstruction or replacement of trunkline bridges.
Capacity Improvement	Widening (addition of lanes) to highways to relieve urban congestion and improve service along the state's most important commercial routes.
Carpool Parking Lot	Construct new or maintain, improve or expand commuter parking facilities.
Discretionary	Projects funded through special grants.
Enhancement	Landscaping, non-motorized paths, historic preservation, and highway storm water run-off mitigation projects.
Indian Reservation Roads	Improvements to roadways that provide access to State Indian Reservations as identified by Federal Lands Highway Division (FHWA) and the Bureau of Indian Affairs (BIA).
Jurisdictional Transfer	Roadway improvements associated with the jurisdiction realignment pilot project.
Michigan Institutional Roads	Improvements to roads serving state institutions.
New Roads	Construction of new or relocated roads on new alignments to improve system continuity, relieve congestion, and facilitate Michigan's economic vitality.
Non-Freeway Resurfacing	Resurfacing projects specifically targeted to help meet MDOT's non-freeway condition goal.
Passing Relief Lanes	Construction of passing lanes on two-lane, two-way roadways with limited passing sight distance.
Rehabilitation and Reconstruction (R&R)	Preservation work to improve the condition and ride quality of pavements on the state trunkline system.
Roadsides	Improvements to the roadside environment that involve landscaping, rest areas, or non-motorized facilities.
State Park Access	Improvements to roadways that provide access to the state park system.
Weigh Stations	Improvements to truck weigh stations on the state trunkline system.
Wetland Pre-Mitigation	Construction of wetlands to be used for mitigation on future highway projects.

Appendix J

PUBLIC TRANSIT PROGRAMS

The basic structure of federal transit programs has not changed from the previous STIP. The primary federal-aid programs that provide funds for public transportation are listed below. The funding flexibility features and similar matching ratios to the highway programs have been retained. Transit funds may be used for highway improvements, but under somewhat more stringent conditions than when using highway funds for transit improvements. The transit programs include:

Section 5307 UZA Formula - Geared specifically to urbanized areas to provide both capital and operating assistance. Projects to be funded through this program are described in the relevant metropolitan area TIPs. A portion of the Program is for areas under 200,000 population and a portion goes directly to areas over 200,000 population.

Section 5309 Capital - Provides discretionary capital assistance for projects not covered by other federal capital programs. It provides capital funding for fixed guideway modernization, new systems, and bus and bus related projects. Funding for this program is provided through a grant application process.

Section 5310 Elderly & Disabled - Provides capital equipment to private nonprofit organizations or public transit agencies to meet the special needs of elderly persons and persons with disabilities.

Section 5311 Non-UZA Formula - Provides operating assistance to local public transit agencies in areas of the state with populations of less than 50,000 and capital grants for intercity facilities and equipment. Funding for operating assistance is provided as a percentage of eligible costs, not to exceed 50 percent of the operating net eligible costs. The Rural Technical Assistance Program (RTAP) provides funding for training, technical assistance, research and support services.

Section 5316 Job Access/Reverse Commute - Provides funding to develop transportation services for welfare recipients and low income individuals to and from jobs, and to develop transportation services from urban centers to suburban employment opportunities.

Section 5317 New Freedom Initiative - Provides formula grants to the states for development and implementation of transportation services to help persons with disabilities access employment and employment related services. The program funds both capital and operating projects.

Section 5313(b) Planning and Research - Provides financial assistance for statewide planning and technical assistance activities, planning support for nonurbanized areas, research, development and demonstration projects. Funds are allocated by a formula however, each state must receive at least 0.5 percent of the amount apportioned.

Appendix K

FUNDING CODES

ASTU	Advance Construct STU
BHI	Bridge Rehabilitation Interstate
BHN	Bridge Rehabilitation National Highway System
BHO	Bridge Rehabilitation Not Classified
BHT	Bridge Rehabilitation STP
BI04	Build Michigan III Bonds
BI06	Build Michigan
BRI	Bridge Replacement Interstate
BRN	Bridge Replacement National Highway System
BRO	Bridge Replacement Not Classified
BRT	Bridge Replacement STP Program
CM	Congestion Mitigation & Air Quality
CMG	Congestion Mitigation & Air Quality 100% Federal
CTF	Comprehensive Transportation Fund
DST	STP Donor State
EDA	Economic Development Category A
EDC	Economic Development Category C
EDCF	Economic Development Category C with Federal Aid
EDD	Economic Development Category D
EDDF	Economic Development Category D with Federal Aid
ER	Emergency Relief
HPP	High Priority Projects
I	Interstate
IM	Interstate Maintenance
IMG	Interstate Maintenance Safety 100% Federal
IR	Interstate Reconstruction 4R
M	State Michigan Betterment
MCS	State Critical Structures
MIR	State Institutional Roads
MTB	State Turnback Program
MX	Non-State 100% Local
NH	National Highway System
NHG	National Highway System Safety
NHS	National Highway System MDOT Safety
NRT	National Recreational Trails
ST	Surface Transportation Program (STP) Any Area
STE	STP Enhancement

STG	STP Safety 100% Federal for ST
STH	STP Safety Hazard Elimination
STL	STP Local
STR	STP Safety Rail-Highway Crossing Protection
STRG	STP Safety Rail-Highway and Incentive Payment 100% Federal
STS	STP MDOT Safety Program Any Area
STU	STP Urban Areas > 200,000 Pop.
STUL	STP Urban Areas < 200,000 Pop.
SUG	STP Safety 100% Federal for STU

Funding Codes by Funding Source

Funding Source:	IM	NHS	STP	Bridge	CMAQ	MG	Other Fed	Other Non-Fed
Funding Codes:	I	NH	DST	BHI	CM	EDCF	ER	ASTU
	IM	NHG	ST	BHN	CMG	EDDF	HPP	BI04
	IMG	NHS	STE	BHO			NRT	BI06
	IR		STG	BHT				EDA
			STH	BRI				EDC
			STL	BRO				EDD
			STR	BRN				CTF
			STRG	BRT				M
			STS					MCS
			STU					MIR
			STUL					MTB
			SUG					MX

Funding Codes are from the FY 2006-2008 Final Snapshot, except for BRN, HPP, NRT and STRG.

Appendix L

GLOSSARY

3-C Urbanized Areas: A federally designated urbanized area with a core population greater than 50,000 which must establish a continuing, coordinated, comprehensive planning process. See also MPO.

AASHTO: American Association of State Highway and Transportation Officials

Alignment: The course or direction along which a roadway, railway, runway, channel, or path is oriented.

Approach: The construction leading to a bridge, or an intersecting road, street, or driveway.

Bikeway: Any road, path, or way which in some manner is specifically designated as being open to bicycle travel, regardless of whether such facilities are designated for the exclusive use of bicycles or are to be shared with other transportation modes.

By Formula: Funds are distributed to different jurisdictions or programs according to a pre-calculated plan or formula outlined by statute. For example, Michigan Public Act 51 distributes Michigan Transportation Fund revenues by percentage between Michigan counties, cities, and MDOT.

Capital Assistance: Funds specifically designated for the purchase of capital equipment such as buses, garages, and depot buildings.

Capital Preventive Maintenance (CPM): A program for making improvements to a roadway or bridge in a timely manner to extend the life of a roadway/bridge and to prevent more costly repairs in the future.

City Streets: Roads under the jurisdiction of a city, town or village as designated by Michigan Public Act 51.

Clean Air Act Amendments of 1990: Federal legislation which outlines steps that must be taken to reduce emissions from vehicles, factories, and other pollution sources in areas identified as having the worst air pollution.

Comprehensive Transportation Fund (CTF): A fund derived from state gas tax, vehicle registration and other fees as authorized by Act 51, used for the provision of public transportation purposes.

Congestion Mitigation and Air Quality (CMAQ): A federal grant program to help states meet the requirements of the federal Clean Air Act. It funds programs and projects designed to reduce traffic

congestion and their associated air pollution problems. Grants are made based on applications from state and local agencies. Most projects for this program are in MPO areas and can be found in the individual TIPs.

Congestion Relief: Solutions to traffic congestion that interferes with a transportation system's acceptable performance.

Corridor: A strip of land between two points within which traffic, land use, environment, and other factors are evaluated for transportation purposes.

Culverts: A drainage structure, usually a concrete or metal tube under a roadway or embankment that is not classed as a bridge, carrying traffic over a stream, watercourse or opening.

Deck Replacement: Replacement of the floor of a bridge.

Economically Depressed Communities: Any community which qualifies as an "eligible distressed area" according to Public Act 215 and exhibits the following characteristics: unemployment and poverty rates higher than the state average, land value increases lower than the state average, a population decrease since the 1970 census, and eligibility for Neighborhood Enterprise Zone programs.

Enhancement Program: See Transportation Enhancement Program

Early Preliminary Engineering (EPE): Engineering and environmental studies to evaluate a transportation corridor and alternative road alignments within that corridor.

Environmental Justice (EJ): Federal policy based on the authority of Title VI of the Civil Rights Act of 1964 and implemented through Executive Order 12898. Its major goal is to ensure that no minority or low-income population suffers disproportionately high and adverse human health or environmental effects due to any programs, policies, and activities undertaken by a federal agency or any agency receiving federal funds. As the Michigan Department of Transportation (MDOT) does receive federal funding, the above-mentioned order applies to its programs, policies and activities.

Federal Aviation Administration (FAA): The federal agency responsible for collection and administration of federal aviation funds; oversees aviation service, safety and regulation as well as federal-aid eligible airport construction nationwide.

Federal Highway Administration (FHWA): The federal agency responsible for collection and distribution of federal highway funds; oversees the maintenance and construction of federal-aid eligible roads, streets, highways, bridges and non-motorized facilities.

Federal Railroad Administration (FRA): The federal agency responsible for railroad safety enforcement and assistance to local freight railroads.

Federal Transit Administration (FTA): The federal agency responsible for collection and distribution of federal transit funds; oversees the maintenance, operation and construction of federal-aid eligible transit systems including local and intercity bus and rail passenger infrastructure.

General Program Accounts: Consist of many small projects throughout the state that are not regionally significant. Projects include preventative maintenance (crack sealing, joint repair, bridge painting), highway safety (signal, sign, pavement markings, guardrail), preliminary engineering (project scoping, design), enhancement (non-motorized, landscaping, historic preservation projects, run-off prevention) and rail/highway crossing improvements. Projects are not listed individually in the STIP/TIPs but the total cost of all GPA projects is included in the financial tables. Non-MPO or rural GPAs are also shown in the statewide section of the project list.

Grading: All construction operations between site clearing and paving. Grading includes all excavating, hauling, spreading, and compacting operations.

Highway Capacity Improvements: Improvements to a roadway to increase the volume and smooth traffic flow. Examples are adding lanes, improving intersections, and controlling access and turning movements.

Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA): A legislative initiative by the U.S. Congress that restructured funding for transportation programs. The Act strengthened the role of the Metropolitan Planning Organizations (MPO) and regional planning commissions in funding decisions. It allowed competition among modes for federal funds. It broadened planning requirements and placed increased emphasis on public participation and transportation alternatives. Many of the concepts and programs were continued in the succeeding TEA-21 legislation passed in 1998.

Intermodal: Between, or including more than one mode of transportation; can apply to either passenger or freight transportation.

Intermodal Connectivity: The linkages among modes that ensure the ability of people or goods to move easily from one mode to another.

Interstate Maintenance: A Federal-aid program that provides funding for resurfacing, restoring, rehabilitating and reconstructing (4R) most routes on the Interstate System.

Joint : Breaks placed in concrete at regular intervals to allow for contraction and expansion of the road surface due to changes in temperature and use. Joints are installed perpendicular to the roadway to prevent cracking.

MDOT: Michigan Department of Transportation

Metropolitan Area Boundary (MAB): The boundary that delineates the area for which an Metropolitan Planning Organization has jurisdiction.

Michigan Transportation Fund (MTF): A fund derived from state gas tax, vehicle registration, and other fees as authorized by Michigan Public Act 51 of 1951, used for the maintenance, preservation and improvement of county roads, city streets and state highways.

Mill: Removing, by machine, the top layer of a bituminous roadway in preparation for resurfacing.

Minimum Guarantee: A federal program that provides funding to states based on equity considerations. These include specific shares of overall program funds and a minimum return on contributions to the Highway Account of the Highway Trust Fund.

Modes: A form or manner of transportation; includes motorized and non-motorized means.

Metropolitan Planning Organization (MPO): An organization of government units, transportation providers and other agencies in a US Bureau of Census-designated Urbanized area with a core population of 50,000 or more and its contiguous area expected to become urbanized within 20 years. An MPO develops transportation plans and programs for the metropolitan area. It is required to carry out the transportation planning requirements of TEA-21 to be eligible for federal funds.

National Highway System (NHS): A federally designated highway system connecting major population centers, international border crossings, and specific intermodal facilities to meet national defense requirements and serve interstate and interregional travel. Also a Federal-aid program that funds improvements to NHS roads.

Non-Motorized: Any means of ground transportation that is not a motorized conveyance. This includes bicycling and pedestrian travel.

Non-Motorized Trail: A path or way designated for pedestrians, bicycles, and other non-motorized transportation modes.

Off-road Bicycle Facilities: Bicycle facilities that are within the highway right-of-way, but are separated from the automobile-traveled portion of road.

Overlay: A new surface over an existing roadway.

Preliminary Engineering (PE): Engineering, survey, and drafting work necessary to develop design plans for a transportation facility to the point that construction contracts can be initiated.

Pulverize: To break up pavement with a large mechanical hammer.

Railroad Grade Crossing: The general location where a railroad and a road or pedestrian path cross at the same level.

Resurface: Put a new layer of material on a road or path to restore surface quality and improve the

ride quality.

Right-of-Way (ROW): The entire width between the boundary lines of every roadway, path, etc. publicly maintained when any part of it is open to the public use for vehicular travel.

Rubblize: To break up pavement with vibrating equipment.

Rural Task Force: Administrative unit established under ISTEA and continued in TEA-21 to distribute specific state and federal funds to road and transit projects. Each task force is a grouping of counties and includes representatives of the County Road Commissions, cities and villages, transit providers and Indian Tribal governments.

Safe, Accountable, Flexible, and Efficient Transportation Equity Act of 2005: A Legacy for Users (SAFETEA-LU): The federal law signed August 10, 2005 authorizing highway, highway safety, transit and other surface transportation programs for six years. Nationwide funding in the reauthorization bill totals \$286.9 billion over the 2004-09 period. The bill increases funding for “donor” states like Michigan and creates several new programs: Borders, Truck Parking Facilities, Freight Intermodal Distribution, Highway Safety, High Risk Rural Roads and Safe Routes to Schools.

Small Urban Areas (5-50 Cities): Urbanized areas with a population of 5,000 to 50,000 which makes them eligible to receive federal funding from a specific program for road or transit projects within its boundaries..

State Long Range Plan (SLRP): A planning document required by TEA-21 with a 20-year planning horizon to provide statewide transportation policy and a guide for future transportation investment. It is revised every 3 to 5 years.

State Transportation Improvement Program (STIP): A three year program of all road and transit transportation projects to be undertaken with federal funds, required by TEA-21 to be financially constrained, meet air quality conformity guidelines and be consistent with the policies of the State Long Range Plan.

State Trunkline Fund (STF): Portion of the gas and vehicle registration taxes administered by the MDOT for the maintenance, construction, and operation of the state Trunkline System, as established by Michigan Public Act 51 of 1951.

State Trunkline Highway System: Highways under the jurisdiction of the Michigan Department of Transportation consisting of all "I", "US" and "M" designated routes.

Substructure: All of that part of a structure below the structure surface.

Surface Transportation Program (STP): A Federal-aid program that provides funds for Federal-aid highways, bridge, road and transit capital projects.

Streetscape: Streetscape projects replace plain concrete downtown sidewalks with decorative paving which usually includes the use of concrete brick pavers. Openings in the pavement allow for shade trees and iron tree grates. Other amenities may include tree guards, bike racks, benches, planters, and trash receptacles.

Transportation Enhancement Program: A competitive grant program administered by MDOT and authorized by TEA-21 that sets aside 10% of each state's Surface Transportation Program for Transportation Enhancement activities such as landscaping, bicycle paths, historic preservation, and highway storm water run-off mitigation.

Transportation Equity Act for the 21st Century (TEA-21): The federal law effective June of 1998 authorizing highway, highway safety, transit, and other surface transportation programs for six years. The legislation builds on the initiatives of ISTEA with new programs to improve safety, protect and enhance communities and the environment and advance economic growth and competitiveness. The *Equity* in the title refers to guaranteed funding levels based on receipts to the Highway Trust Fund and more funding for *Adonor* states such as Michigan.

Transportation Improvement Program (TIP): A three year document prepared by each MPO to provide a public listing of road and transit projects to be implemented within the designated three year period and demonstrate there are sufficient new resources available to start those projects.

Trunkline: Term used to identify those portions of the road under the jurisdiction of the MDOT. See State Trunkline Highway System.

Urbanized Areas (UZA): Areas with a population of 50,000 or more as designated by the U.S. Bureau of the Census. Federal Highway Administration (FHWA) approved, adjusted urbanized area boundaries include the designated area plus any shopping, employment centers, and other trip generators near the edge of the urbanized areas.

USDOT: The United States Department of Transportation.

Walkways: Pedestrian facilities such as sidewalks, overpasses, and skywalks.